SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

147

To Take Effect Saturday, March 30, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

G. C. BAKER,
Assistant Superintendent of Transportation.

C. F. DONNATIN,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

SAN FRANCISCO SUBDIVISION.

Time Table No. 147

March 30, 1940

FIRST CLASS

Capacity of sidings and spurs in car lengths	124	170	120	168	166	116	164	96	162	114	112	174	34	98	110	250	72	108	106	Distance from San Francisco	STATIONS
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Noon Daylight	Passenger	Passenger	Passenger	Passenger	Passenger	Morning Daylight	Passenger	Passenger	Passenger	Passenger	Passenger		
	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily		
San Francisco Terminal Yard BKWOIT YP	2.15 PM	1.35 PM	1.15 PM	1.00 PM	12.30 PM	12.15 PM	12.10 PM	12. NOON	11.15 AM	11.00 AM	9.30 AM	9.30 AM	8.17 AM	8.15 AM	7.40 AM		7.00 AM	6.00 AM	12.15 AM	0.0	TO-R SAN FRANCISCO 1.9
		f															f			1.9	23D STREET 1.2
P																				3.1	14TH AVE. 1.0
						f														4.1	PAUL AVE. 1.1
BKWO ITP	f 2.24	1.44	f 1.24	1.09	12.39	f 12.24	12.19	12.09 PM	f 11.24	f 11.09	f 9.39	f 9.39	f 8.26	8.24	7.49		s 7.10	f 6.09	f 12.24	5.2	BAYSHORE 1.3
P											f	f							f	6.5	VISITACION 0.4
KIP																				6.9	R VISITACION TOWER 1.7
											f	f	f		s		s	f		8.6	BUTLER ROAD 0.7
	s 2.30	s 1.49	s 1.30	1.15	s 12.45	s 12.30			s 11.30	s 11.16	s 9.46	s 9.45	s 8.32		s 7.56		s 7.17	s 6.16	s 12.30	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P	f 2.33	s 1.52	s 1.34		f 12.48	f 12.34			f 11.33	s 11.20	s 9.50	s 9.48	s 8.35				s 7.20	s 6.20	s 12.33	11.0	SAN BRUNO 1.1
	f	f	f		f	f			f	f	f	f	f				f	f	f	12.1	LOMITA PARK 1.6
49 Center P	f	f	f		f	f		12.17	f	f	f	f	f	8.32			f	s	f	13.7	MILLBRAE 1.5
50 Spur P	s	s	s	s	s	s			s	s	s	s	s		s 8.04		s	s	s	15.2	BROADWAY 1.1
58 Spur P	s 2.43	s 2.03	s 1.45	s 1.25	s 12.58	s 12.43	s 12.31		s 11.43	s 11.31	s 10.00	s 9.57	s 8.46		s 8.08		s 7.31	s 6.35	s 12.42	16.3	BURLINGAME 1.6
89 Center WP	s 2.47	s 2.07	s 1.49	s 1.29	s 1.02	s 12.47		12.22	s 11.47	s 11.35	s 10.05	s 10.01	s 8.50	8.37	s 8.12		s 7.34	s 6.40	s 12.46	17.9	SAN MATEO 1.0
	f	f	f		f	f			f	f	f	f	f				f	f	f	18.9	HAYWARD PARK 1.1
30 Spur																				20.0	BAY MEADOWS 0.3
23 Spur					f				f	f	f	f						f	f	20.3	BERESFORD 1.6
27 Spur P	s	s	s		f	f			f	s	s	s	f					s	f	21.9	BELMONT 1.3
49 Center P	s 2.57	s 2.17	s 1.58		s 1.11	s 12.57			f 11.57 AM	s 11.44	s 10.14	s 10.09	s 9.00				f 7.43	s 6.50	f 12.55	23.2	SAN CARLOS 2.2
Yard	s 3.01	s 2.21	s 2.02	s 1.39	s 1.15	s 1.01	s 12.43		s 12.01 PM	s 11.48	s 10.18	s 10.13	s 9.04		s 8.23		s 7.47	s 6.57	s 1.02	25.4	REDWOOD CITY 0.8
WIYP	3.02	2.22	2.03	1.40	1.16	1.02	12.44	12.30	12.02	11.49	10.19	10.14	9.05	8.45	8.24		7.48	6.58	1.03	26.2	R REDWOOD JCT. 1.6
	f	f	f	s	f	f	s		f	f	f	f					f	f	f	27.8	ATHERTON 1.1
40 Spur P	s	s	s	s	s	s	s		f	s	s	s	s				s	s	f	28.9	MENLO PARK 1.2
49 P	s 3.12	s 2.31	s 2.12	s 1.49	s 1.26	s 1.12	s 12.53		s 12.11	s 11.59 AM	s 10.30	s 10.24	s 9.14		s 8.31		s 7.58	s 7.10	s 1.13	30.1	PALO ALTO 1.7
51 Center WYP	s 3.15	s 2.35	s 2.15	s 1.53 PM	s 1.30	s 1.16	s 12.56	12.36	s 12.15	s 12.03 PM	s 10.34	s 10.27	s 9.17	8.51			s 8.02	s 7.13	f 1.16	31.8	R MAYFIELD 3.0
						f			f							Via Newark		f		34.8	CASTRO 1.3
49 Center P	s 3.21	s 2.41	s 2.21	Via Los Altos	s 1.36	s 1.22			s 12.21	s 12.11	s 10.41	s 10.33	s 9.23		s 8.39		s 8.08	s 7.20	f 1.22	36.1	MOUNTAIN VIEW 2.7
75 Spur P	s 3.25	s 2.46	s 2.26		s 1.41	s 1.27		12.43	s 12.26	s 12.16	s 10.46	s 10.37	s 9.27	8.58			s 8.13	s 7.24	f 1.27	38.8	SUNNYVALE 2.0
28 Spur			f						f		f	f						f		40.8	LAWRENCE 3.5
San Jose Term. Yard KIP	s 3.38	s 2.55	s 2.33		s 1.48	s 1.34	1.12	12.48	s 12.33	s 12.23	s 10.54	s 10.44	s 9.35	9.03	8.49	8.45 AM	s 8.22	s 7.38	f 1.35	44.3	SANTA CLARA 0.9
KP																				45.2	SAN JOSE YARD 0.5
IP	f		f		f				f	f		f					f	f		45.7	COLLEGE PARK 1.2
BKWY OITP	s 3.45 PM	s 3.00 PM	s 2.40 PM		s 1.55 PM	s 1.40 PM	s 1.17 PM	s 12.53 PM	s 12.40 PM	s 12.30 PM	s 11.00 AM	s 10.50 AM	s 9.40 AM	s 9.08 AM	s 8.55 AM	s 8.50 AM	s 8.28 AM	s 7.45 AM	s 1.40 AM	46.9	TO-R SAN JOSE
	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily		(46.9)
	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.07) 42.00	(0.53) 53.09	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(1.23) 33.90	(0.53) 53.09	(1.15) 37.52	(0.05) 31.20	(1.28) 31.98	(1.45) 26.80	(1.25) 33.11		..........Time over District ....Average Speed per Hour

Automatic Block System

Double Track

NOTE.—See pages 3, 4, 5 and 6 for additional schedules between San Francisco and San Jose.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco.

Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 112 reduce speed Visitacion and Millbrae to permit safe dispatch and/or exchange of U. S. mail when not necessary to stop on flag.

No. 124 reduce speed at Atherton when not necessary to stop on flag.

San Francisco-San Jose local passenger trains except No. 110, stop on flag at any station Sundays and Holidays, except Aqua, Howest and Romac.

12

Additional Stations
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7

Standard Clock at Santa Clara located in interlocking tower.

Time Table No. 147

March 30, 1940

SAN FRANCISCO SUBDIVISION

WESTWARD

FIRST CLASS

STATIONS	Distance from San Jose	105 Passenger Arrive Daily	107 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	169 Passenger Arrive SUN.& HOLIDAYS ONLY	109 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	111 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	69 Coaster Arrive Daily	115 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	117 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	1 Sunset Limited Arrive Daily	121 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS
TO-R SAN FRANCISCO 1.9	46.9	s 6.15AM	s 7.15AM	s 7.15AM	s 7.30AM	s 7.45AM	s 7.50AM	s 8.00AM	s 8.05AM	s 8.10AM	s 8.15AM
23D STREET 1.2	45.0	s	s		s	s		s			
14TH AVE. 1.0	43.8	s	s								
PAUL AVE. 1.1	42.8					s		s			
BAYSHORE 1.3	41.7	s 6.03	s 7.02	f 7.04	s 7.18	s 7.32	7.40	s 7.46	7.55	8.00	8.06
VISITACION 0.4	40.4		f								
R VISITACION TOWER 1.7	40.0										
BUTLER ROAD 0.7	38.3		s			s					
SO. SAN FRANCISCO 1.1	37.6	s 5.58	s 6.54	s 6.57	s 7.12	s 7.26	7.32		s 7.50		
TANFORAN WYE 0.6	36.5										
SAN BRUNO 1.1	35.9	s 5.54	s 6.50	f 6.53	s 7.08	s 7.22		s 7.39			
LOMITA PARK 1.6	34.8	s	s	f	f	s		s			
MILLBRAE 1.5	33.2	s	s	f		s			s		
BROADWAY 1.1	31.7	s	s	s	s	s		s	s		s 7.54
BURLINGAME 1.6	30.6	s 5.44	s 6.39	s 6.42	s 6.57	s 7.10	s 7.16	s 7.28	s 7.37	7.41	
SAN MATEO 1.0	29.0	s 5.40	s 6.35	s 6.37	s 6.53	s 7.06		s 7.24	s 7.33		
HAYWARD PARK 1.1	28.0	f 5.36	f	f	f	s			s 7.30		
BAY MEADOWS 0.3	26.9										
BERESFORD 1.6	26.6	f	f	f					f		
BELMONT 1.3	25.0	s	s	f	s	s		s			s
SAN CARLOS 2.2	23.7	s 5.30	s 6.25	f 6.27	s 6.42	s 6.55		s 7.13	s 7.22		
REDWOOD CITY 0.8	21.5	s 5.26	s 6.21	s 6.23	s 6.37	s 6.51		s 7.08	s 7.18		
R REDWOOD JCT. 1.6	20.7	5.24	6.19	6.21	6.35	6.49	7.00	7.06	7.16	**7.27**	**7.39**
ATHERTON 1.1	19.1	f	f	f		s			s 7.13		
MENLO PARK 1.2	18.0	s	s	f	s	s		s	s		
PALO ALTO 1.7	16.8	s 5.16	s 6.12	s 6.14	s 6.27	s 6.41	s 6.52	s 6.59	s 7.07	7.21	s 7.33
R MAYFIELD 3.0	15.1	s 5.08	s 6.08	f 6.11	6.24	s 6.37			s 7.03		7.29
CASTRO 1.3	12.1	f						f			
MOUNTAIN VIEW 2.7	10.8	s 5.02	s 6.02	f	s 6.18	s 6.31	6.43	s 6.56			s 7.24
SUNNYVALE 2.0	8.1	f 4.58	s 5.57	f	s 6.13	f 6.27		s 6.47			s 7.19
LAWRENCE 3.5	6.1	f		f	f				f		
SANTA CLARA 0.9	2.6	f 4.50	s 5.50	s 5.55	s 6.05	f 6.20	6.35	6.40	s 6.46	7.04	7.13
SAN JOSE YARD 0.5	1.7										
COLLEGE PARK 1.2	1.2	f	f		f			f			
TO-R SAN JOSE	0.0	4.45AM	5.45AM	5.50AM	6.00AM	6.15AM	6.30AM	6.35AM	6.40AM	6.59AM	7.08AM
(46.9)		Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS
Time over District Average Speed per Hour		(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(1.25) 33.11	(1.25) 33.11	(1.11) 39.63	(1.07) 42.00

STATIONS	Distance from San Jose	123 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	125 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	129 Passenger Arrive Daily	373 CMW Arrive Daily EX. SUNDAY & MONDAY	131 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	75 Lark Arrive Daily	73 Oakland Lark Arrive Daily	133 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	31 Santa Cruz Arrive Daily EX. SUNDAY	135 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS
TO-R SAN FRANCISCO 1.9	46.9	s 8.21AM	s 8.30AM	s 8.40AM	8.45AM	s 8.55AM	s 9.00AM		s 9.20AM	s 9.40AM	s 10.10AM
23D STREET 1.2	45.0										
14TH AVE. 1.0	43.8										
PAUL AVE. 1.1	42.8										
BAYSHORE 1.3	41.7	8.12	8.20	8.31	8.36	8.45	8.50		9.10	9.31	10.01
VISITACION 0.4	40.4										
R VISITACION TOWER 1.7	40.0										
BUTLER ROAD 0.7	38.3										
SO. SAN FRANCISCO 1.1	37.6		s 8.15		8.31	s 8.40			s 9.05		s 9.55
TANFORAN WYE 0.6	36.5										
SAN BRUNO 1.1	35.9			s 8.22	8.27	s 8.36			s 9.02		s 9.52
LOMITA PARK 1.6	34.8			s		s					s
MILLBRAE 1.5	33.2	s 8.00			8.22	s 8.30			s		f
BROADWAY 1.1	31.7		s 8.07	s		s			s		s
BURLINGAME 1.6	30.6		s 8.04	s 8.12		s 8.24	8.29		s 8.52		s 9.40
SAN MATEO 1.0	29.0		s 8.00	s 8.08	8.13	s 8.20			s 8.48	9.15	s 9.36
HAYWARD PARK 1.1	28.0		s 7.56			s					f
BAY MEADOWS 0.3	26.9										
BERESFORD 1.6	26.6			f							f
BELMONT 1.3	25.0					s			s 8.42		s
SAN CARLOS 2.2	23.7	s		s 8.00	8.05	s 8.11			s 8.39		s 9.26
REDWOOD CITY 0.8	21.5	s 7.44		s 7.56		s 8.07			s 8.35		s 9.22
R REDWOOD JCT. 1.6	20.7	**7.41**	7.43 **7.19**	7.54	7.59	8.05	8.15		8.33	9.06	9.20
ATHERTON 1.1	19.1			s 7.51	7.56	s 8.02			f		s 9.17
MENLO PARK 1.2	18.0			s		s			s		s
PALO ALTO 1.7	16.8			s 7.45		s 7.57	8.09		s 8.24	s 9.00	s 9.11
R MAYFIELD 3.0	15.1	7.34AM		s 7.41	7.46	s 7.53			s 8.21	s 8.56	s 9.08
CASTRO 1.3	12.1										
MOUNTAIN VIEW 2.7	10.8	Via Los Altos	7.03	s 7.35	7.40	s 7.48	7.58	Via Newark	s 8.15	s	s 9.02
SUNNYVALE 2.0	8.1				7.35	s 7.43			s 8.10		s 8.57
LAWRENCE 3.5	6.1			f					f		
SANTA CLARA 0.9	2.6		6.55	s 7.22	7.27	s 7.36	7.50	7.52AM	s 8.03	8.43	s 8.50
SAN JOSE YARD 0.5	1.7										
COLLEGE PARK 1.2	1.2			f		f					f
TO-R SAN JOSE	0.0		6.50AM	7.15AM	7.20AM	7.30AM	7.45AM	7.47AM	7.58AM	8.38AM	8.45AM
(46.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & MONDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS
Time over District Average Speed per Hour		(0.47) 40.60	(1.40) 28.14	(1.25) 33.11	(1.25) 33.11	(1.25) 33.11	(1.15) 37.52	(0.05) 31.20	(1.22) 34.32	(1.02) 45.39	(1.25) 33.11

Automatic Block System

Double Track

☞ NOTE.—See pages 2, 4, 5 and 6 for additional schedules between San Jose and San Francisco.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco.

Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

Additional Stations:
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Romac (Spur) MP 19.7

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
31	San Bruno	Discharge		Any Station	Funeral parties
135	Bay Shore	Discharge		Any Station	Daily
69	San Mateo	Discharge		Salinas	Daily
1-75	Burlingame Palo Alto	Discharge		Santa Barbara	Daily

Time Table No. 147

March 30, 1940

FIRST CLASS

Capacity of Sidings and Spurs in Car Lengths	70 Coaster	152 Passenger	150 Passenger	148 Passenger	146 Passenger	144 Passenger	184 Passenger	142 Passenger	140 Passenger	138 Passenger	182 Passenger	136 Passenger	134 Passenger	180 Passenger	132 Passenger	32 Santa Cruz	36 Del Monte	176 Passenger	126 Passenger	Distance from San Francisco	STATIONS
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave Daily EX.SAT.,SUN. & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX.SUNDAYS & HOLIDAYS		
San Francisco Terminal Yard: BKWOIT YP	7.00 PM	6.20 PM	5.50 PM	5.32 PM	5.29 PM	5.26 PM	5.23 PM	5.23 PM	5.20 PM	5.17 PM	5.03 PM	5.03 PM	4.50 PM	4.45 PM	4.20 PM	4.10 PM	4.00 PM	3.30 PM	3.15 PM	0.0	TO-R SAN FRANCISCO 1.9
				s			f				f	s	s	f	f				f	1.9	23D STREET 1.2
P							f				f		f	f	f				f	3.1	14TH AVE. 1.0
							f				f		s						f	4.1	PAUL AVE. 1.1
BKWO ITP	7.09	6.29	f 5.59	5.41	5.38	5.35	f 5.33	5.32	5.29	5.26	f 5.14	5.12	s 5.01	f 4.55	s 4.31	4.19	4.09	3.39	3.24	5.2	BAYSHORE 1.3
P			f				f													6.5	VISITACION 0.4
KIP																				6.9	R VISITACION TOWER 1.7
							f				f		f	f	s					8.6	BUTLER ROAD 0.7
		s 6.35	s 6.05	s 5.47			s 5.39				s 5.20		s 5.08	s 5.02	s 4.39			f 3.45	s 3.30	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P		s 6.39	s 6.09	s 5.50			f 5.42				s 5.24		s 5.12	f 5.06	s 4.42			f 3.48	s 3.34	11.0	SAN BRUNO 1.1
		s	s	s			f				f	s		f	s			f	f	12.1	LOMITA PARK 1.6
49 Center P		s	s	s			f				f	s		f	s			f	f	13.7	MILLBRAE 1.5
50 Spur P		s	s	s	s 5.48		s				s	s	s	s	s			s	s	15.2	BROADWAY 1.1
58 Spur P	s 7.22	s 6.49	s 6.21	s 6.02		s 5.46	s 5.52				s 5.35	s 5.29	s 5.20	s 5.16	s 4.52	s 4.31		s 3.57	s 3.44	16.3	BURLINGAME 1.6
89 Center WP		s 6.53	s 6.25	s 6.06	s 5.55		s 5.56	s 5.45	5.42	5.39	s 5.39	s 5.32	s 5.24	s 5.20	s 4.57			s 4.01	s 3.48	17.9	SAN MATEO 1.0
		s	s	s			f	s			f			f	s			f	f	18.9	HAYWARD PARK 1.1
30 Spur																				20.0	BAY MEADOWS 0.3
23 Spur		f	f	f	s		f				f				f			f	f	20.3	BERESFORD 1.6
27 Spur P		s	s	s		s	f				f		s	f	s		4.26	f	s	21.9	BELMONT 1.3
49 Center P		s 7.04	s	s	s		s 6.05	s		5.45	s 5.49		s	f 5.30	s 5.08			f 4.10	s 3.58	23.2	SAN CARLOS 2.2
Yard		s 7.08	s 6.40	s 6.20	s 6.07	s 6.04	s 6.09	s 6.00	s 5.50		s 5.53	s 5.41	s 5.36	s 5.34	s 5.12	s 4.43		s 4.14	s 4.02	25.4	REDWOOD CITY 0.8
WIYP	7.33	7.09	6.41	6.21	6.08	6.05	6.10	6.01	5.51	5.50	5.54	5.42	5.37	5.35	5.13	4.45	4.32	4.15	4.03	26.2	R REDWOOD JCT. 1.6
		f	f	f		s	f		s		f	s		f	s			f	f	27.8	ATHERTON 1.1
40 Spur P		s	s	s	s		f	s	s		s	s		f	s			f	s	28.9	MENLO PARK 1.2
49 P	s 7.40	s 7.18	s 6.50	s 6.31	s 6.17	s 6.13	s 6.19	s 6.09	s 6.01	s 5.56	s 6.05	5.51	s 5.45	s 5.42	s 5.23	s 4.50	4.37	s 4.24	s 4.14	30.1	PALO ALTO 1.7
51 Center WYP		s 7.22	s 6.54	s 6.35	s 6.21		s 6.23	s 6.12	6.04	s 6.00 PM	s 6.09	5.54	s 5.48	s 5.45	s 5.27	s 4.53		s 4.27	s 4.17	31.8	R MAYFIELD 3.0
			f			f	f				f			f	f				f	34.8	CASTRO 1.3
49 Center P	7.48	s 7.28	s 7.00	s 6.41		s 6.22	s 6.29		s 6.10	Via Los Altos	s 6.16	6.00	s 5.54	s 5.51	s 5.34	s 4.59	4.43	s 4.33	s 4.24	36.1	MOUNTAIN VIEW 2.7
75 Spur P		s 7.32	f 7.05	s 6.46	s 6.31		s 6.34	s 6.22	s 6.16		s 6.21	6.04	s 5.58	s 5.55	s 5.39			s 4.37	s 4.29	38.8	SUNNYVALE 2.0
28 Spur			f			f	f				f			f	f			f	f	40.8	LAWRENCE 3.5
San Jose Term. Yard: KIP	7.58	f 7.39	f 7.13	s 6.54	f 6.38	s 6.34	s 6.42	6.29	s 6.24		s 6.30	s 6.11	6.07	f 6.03	s 5.48	5.09	4.54	s 4.44	s 4.38	44.3	SANTA CLARA 0.9
KP																				45.2	SAN JOSE YARD 0.5
IP				f			f	f			f	s		f	f				f	45.7	COLLEGE PARK 1.2
BKWY OITP	s 8.03 PM	s 7.45 PM	s 7.18 PM	s 7.00 PM	s 6.44 PM	s 6.40 PM	s 6.48 PM	s 6.35 PM	s 6.30 PM		s 6.36 PM	s 6.18 PM	s 6.12 PM	s 6.10 PM	s 5.55 PM	s 5.14 PM	s 4.59 PM	s 4.50 PM	s 4.45 PM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive Daily EX.SAT.,SUN. & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX.SUNDAYS & HOLIDAYS		(46.9)
	(1.03) 44.67	(1.25) 33.11	(1.28) 31.98	(1.28) 31.98	(1.15) 37.52	(1.14) 38.03	(1.25) 33.11	(1.12) 39.08	(1.10) 40.20	(0.43) 44.37	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.25) 33.11	(1.35) 29.62	(1.04) 43.97	(0.59) 47.69	(1.20) 35.18	(1.30) 31.27		............Time over District ....Average Speed per Hour

Automatic Block System

Double Track

☞ NOTE.—See pages 2, 3, 5 and 6 for additional schedules between San Francisco and San Jose.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco.

Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara—Newark line will apply at junction switch, Santa Clara.

No. 126 reduce speed Visitacion to permit safe dispatch and/or exchange of U. S. mail and at Lomita Park, Millbrae, Hayward Park and Atherton when not necessary to stop on flag.

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	Burlingame	Receive	Gilroy		Daily
36	Palo Alto	Receive	Watsonville Jct.		Daily
70	San Mateo	Receive	Salinas		Daily

Additional Stations
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7

Standard Clock at Santa Clara located in interlocking tower.

Time Table No. 147

March 30, 1940

FIRST CLASS

Automatic Block System — Double Track

STATIONS	Distance from San Jose	173	137	139	35	39	141	143	147	149	179
		Passenger	Passenger	Passenger	Del Monte	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger
		Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI. DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9	s 10.10 AM	s 10.40 AM	s 11.05 AM	s 11.30 AM	s 11.55 AM	s 12.01 PM	s 1.25 PM	s 3.00 PM	s 4.05 PM	s 4.05 PM
23D STREET 1.2	45.0					f			f		
14TH AVE. 1.0	43.8					f					
PAUL AVE. 1.1	42.8					f					
BAYSHORE 1.3	41.7	f 10.01	10.31	10.56	11.20	f 11.43	f 11.51 AM	1.16	f 2.49	f 3.55	f 3.55
VISITACION 0.4	40.4										
R VISITACION TOWER 1.7	40.0										
BUTLER ROAD 0.7	38.3					f					
SO. SAN FRANCISCO 1.1	37.6	s 9.55		s 10.50	11.14	s 11.37	s 11.44	s 1.10	s 2.43	s 3.48	f 3.49
TANFORAN WYE 0.6	36.5										
SAN BRUNO 1.1	35.9	f 9.52		s 10.46		f	s 11.40	s 1.06	s 2.39	s 3.43	f 3.45
LOMITA PARK 1.6	34.8	f		f		f	f	f	f	f	f
MILLBRAE 1.5	33.2	f		f		f	f	f	f	f	f
BROADWAY 1.1	31.7	s		s		s	s	s	s	s	s
BURLINGAME 1.6	30.6	s 9.42	s 10.15	s 10.37	s 11.05	s 11.24	s 11.29	s 12.57	s 2.30	s 3.32	s 3.37
SAN MATEO 1.0	29.0	s 9.38	s 10.12	s 10.33		s 11.20	s 11.25	s 12.53	s 2.26	s 3.28	s 3.33
HAYWARD PARK 1.1	28.0	f		f		f	f	f	f	f	f
BAY MEADOWS 0.3	26.9										
BERESFORD 1.6	26.6	f				f	f		f	f	f
BELMONT 1.3	25.0	f	10.07	s		f	s	f	s	s	f
SAN CARLOS 2.2	23.7	f 9.29		s 10.24		f	s 11.15	s 12.44	s 2.16	s 3.15	f 3.24
REDWOOD CITY 0.8	21.5	s 9.25	s 10.03	s 10.20		s 11.07	s 11.11	s 12.41	s 2.12	s 3.11	s 3.21
R REDWOOD JCT. 1.6	20.7	9.23	10.01	10.18	10.54	11.05	11.09	12.39	2.10	3.09	3.19
ATHERTON 1.1	19.1	f		f		f	f	f	f	f	f
MENLO PARK 1.2	18.0	f		s		f	s	s	s	s	f
PALO ALTO 1.7	16.8	s 9.15	s 9.55	s 10.10	s 10.49	s 10.57	s 11.01	s 12.31	s 2.02	s 3.01	s 3.11
R MAYFIELD 3.0	15.1	f 9.12		s 10.07		f 10.53	s 10.57	s 12.27	s 1.58	s 2.57	s 3.07
CASTRO 1.3	12.1					f	f				
MOUNTAIN VIEW 2.7	10.8	s 9.06		s 10.01		f 10.47	s 10.51	s 12.22	s 1.52	s 2.52	f 3.02
SUNNYVALE 2.0	8.1	f	9.45	s	10.40	f 10.42	s 10.47	s 12.17	s 1.47	s 2.47	f 2.57
LAWRENCE 3.5	6.1					f	f		f	f	f
SANTA CLARA 0.9	2.6	f 8.55	9.40	s 9.50	10.35	f 10.35	s 10.40	s 12.10	s 1.40	s 2.40	f 2.50
SAN JOSE YARD 0.5	1.7										
COLLEGE PARK 1.2	1.2	f				f	f		f	f	
TO-R SAN JOSE	0.0	8.50 AM	9.35 AM	9.45 AM	10.30 AM	10.30 AM	10.35 AM	12.05 PM	1.35 PM	2.35 PM	2.45 PM
(46.9)		Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY
Time over District Average Speed per Hour		(1.20) 35.18	(1.05) 43.29	(1.20) 35.18	(1.00) 46.90	(1.25) 33.11	(1.26) 32.72	(1.20) 35.18	(1.25) 33.11	(1.30) 31.27	(1.20) 35.18

STATIONS	Distance from San Jose	151	181	99	153	255	155	157	71	97
		Passenger	Passenger	Morning Daylight	Passenger	Passenger	Passenger	Passenger	Passenger	Noon Daylight
		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX.SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9	s 5.15 PM	s 5.15 PM	s 5.45 PM	s 6.10 PM		s 7.00 PM	s 7.35 PM	s 8.55 PM	s 9.40 PM
23D STREET 1.2	45.0	f	f							
14TH AVE. 1.0	43.8									
PAUL AVE. 1.1	42.8	f								
BAYSHORE 1.3	41.7	f 5.03	f 5.06	5.35	6.01		f 6.49	7.25	8.45	9.30
VISITACION 0.4	40.4	f								
R VISITACION TOWER 1.7	40.0									
BUTLER ROAD 0.7	38.3	f	f							
SO. SAN FRANCISCO 1.1	37.6	s 4.56	f 5.00		s 5.54		s 6.43	s 7.18	8.39	
TANFORAN WYE 0.6	36.5									
SAN BRUNO 1.1	35.9	s 4.50	f 4.57		5.51		f 6.38	s 7.14	8.36	
LOMITA PARK 1.6	34.8		f				f	s		
MILLBRAE 1.5	33.2	f	f		f		f	f		
BROADWAY 1.1	31.7	s	s		s		s	s		
BURLINGAME 1.6	30.6	s 4.40	s 4.48		s 5.41		s 6.27	s 7.04	s 8.29	
SAN MATEO 1.0	29.0	s 4.36	s 4.44	5.18	s 5.37		s 6.23	s 7.00	s 8.25	9.14
HAYWARD PARK 1.1	28.0	f	f				f	f		
BAY MEADOWS 0.3	26.9									
BERESFORD 1.6	26.6	f	f				f	f		
BELMONT 1.3	25.0	s	s				f	s		
SAN CARLOS 2.2	23.7	s 4.25	f 4.34				f 6.12	s 6.52		
REDWOOD CITY 0.8	21.5	s 4.22	s 4.30		s 5.27		s 6.08	s 6.48	s 8.15	
R REDWOOD JCT. 1.6	20.7	4.17	4.28	5.10	5.25		6.04	6.45	8.13	9.06
ATHERTON 1.1	19.1	f	f				f	f		
MENLO PARK 1.2	18.0	s	s		s		f	s		
PALO ALTO 1.7	16.8	s 4.10	s 4.20		s 5.19		s 5.57	s 6.38	s 8.07	
R MAYFIELD 3.0	15.1	s 4.05	f 4.16		s 5.15		s 5.53	s 6.34	8.03	
CASTRO 1.3	12.1	f	f				f			
MOUNTAIN VIEW 2.7	10.8	s 3.59	f 4.10	4.59	s 5.09	Via Newark	s 5.48	s 6.27	7.59	8.55
SUNNYVALE 2.0	8.1	s 3.52	f 4.05		s 5.03		s 5.43	s 6.22	7.56	
LAWRENCE 3.5	6.1	f	f					f		
SANTA CLARA 0.9	2.6	s 3.45	f 3.58	4.52	s 4.56	4.57 PM	s 5.36	s 6.15	7.50	8.48
SAN JOSE YARD 0.5	1.7									
COLLEGE PARK 1.2	1.2	f	f				f	f		
TO-R SAN JOSE	0.0	3.40 PM	3.53 PM	4.47 PM	4.50 PM	4.52 PM	5.30 PM	6.10 PM	7.45 PM	8.43 PM
(46.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily
Time over District Average Speed per Hour		(1.35) 29.62	(1.22) 34.32	(0.58) 48.52	(1.20) 35.18	(0.05) 31.20	(1.30) 31.27	(1.25) 33.11	(1.10) 40.20	(0.57) 49.37

☞ NOTE.—See pages 2, 3, 4 and 6 for additional schedules between San Jose and San Francisco.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco.

Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

Additional Stations
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Romac (Spur) MP 19.7

No. 71 reduce speed at South San Francisco to permit U. S. Mail pouch to be thrown on.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

59

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Santa Clara Sunnyvale Mountain View Menlo Park San Carlos Broadway South San Francisco	Discharge		Beyond San Jose	Daily

EASTWARD · SAN FRANCISCO SUBDIVISION · WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS 472 Freight Leave Daily Ex. Sunday	402 Freight Leave Daily Ex. Sunday	408 Freight Leave Daily Ex. Monday	FIRST CLASS 160 Passenger Leave Daily	158 Passenger Leave Daily	76 Lark Leave Daily	156 Passenger Leave Daily	74 Oakland Lark Leave Daily	2 Sunset Limited Leave Daily	374 C. M. E. Leave Daily EX. SAT. & SUN.	154 Passenger Leave Daily	Distance from San Francisco	Time Table No. 147 March 30, 1940 STATIONS	Distance from San Jose	FIRST CLASS 33 Passenger Arrive Daily	159 Passenger Arrive Daily	THIRD CLASS 401 Freight Arrive Daily	473 Freight Arrive Daily
San Francisco Terminal Yard BKWOIT YP				10.45 PM	9.45 PM	9.00 PM	8.30 PM		8.00 PM	7.40 PM	7.20 PM	0.0	TO-R SAN FRANCISCO 1.9	46.9	s 10.05 PM	s 11.20 PM		
												1.9	23D STREET 1.2	45.0		f		
P												3.1	14TH AVE. 1.0	43.8				
												4.1	PAUL AVE. 1.1	42.8				
BKWO ITP	9.55 PM	7.50 PM	3.00 AM	f 10.54	f 9.54	9.09	f 8.39		8.09	7.50	7.29	5.2	BAYSHORE 1.3	41.7	9.55	s 11.10	4.30 AM	10.25 PM
P												6.5	VISITACION 0.4	40.4				
KIP												6.9	R VISITACION TOWER 1.7	40.0				
												8.6	BUTLER ROAD 0.7	38.3	f	f		
				s 11.00	s 10.00		s 8.45				s 7.34	9.3	SO. SAN FRANCISCO 1.1	37.6	s 9.48	s 11.03		
Y												10.4	TANFORAN WYE 0.6	36.5				
P				s 11.03	s 10.03	9.15	s 8.49		8.15	7.57	s 7.37	11.0	SAN BRUNO 1.1	35.9	f 9.45	f 11.00		
				f	s		f				f	12.1	LOMITA PARK 1.6	34.8		f		
49 Center P				f	f		f				f	13.7	MILLBRAE 1.5	33.2		f		
50 Spur P				s	s		s				s	15.2	BROADWAY 1.1	31.7	s	s		
58 Spur P				s 11.12	s 10.12	s 9.22	s 8.59		s 8.22		s 7.46	16.3	BURLINGAME 1.6	30.6	s 9.36	s 10.50		
89 Center WP				s 11.16	s 10.16		s 9.03			8.06	s 7.49	17.9	SAN MATEO 1.0	29.0	s 9.32	s 10.46		
				f	f		f				f	18.9	HAYWARD PARK 1.1	28.0		f		
30 Spur												20.0	BAY MEADOWS 0.3	26.9				
23 Spur					f		f					20.3	BERESFORD 1.6	26.6		f		
27 Spur P				f	f		f				f	21.9	BELMONT 1.3	25.0	f	f		
49 Center P				s 11.24	s 10.24		s 9.12			8.13	s 7.58	23.2	SAN CARLOS 2.2	23.7	s 9.24	s 10.38		
				s 11.28	s 10.28		s 9.16				s 8.02	25.4	REDWOOD CITY 0.8	21.5	s 9.20	s 10.34		
Yard WIYP	10.40 PM	8.25 PM	3.50 AM	11.29	10.29	9.33	9.17		8.33	8.18	8.03	26.2	R REDWOOD JCT. 1.6	20.7	9.18	10.32	3.30 AM	9.25 PM
				f	f		f				f	27.8	ATHERTON 1.1	19.1	f	f		
40 Spur P	Via Dumbarton	Via Dumbarton	Via Dumbarton	s	s		s				s	28.9	MENLO PARK 1.2	18.0	f	s	Via Dumbarton	Via Dumbarton
49 P				s 11.39	s 10.39	s 9.40	s 9.26		s 8.40		s 8.13	30.1	PALO ALTO 1.7	16.8	s 9.12	s 10.25		
51 Center WYP				s 11.42	s 10.42		s 9.29			8.24	s 8.16	31.8	R MAYFIELD 3.0	15.1	s 9.08	f 10.22		
							f					34.8	CASTRO 1.3	12.1		f		
49 Center P				f 11.48	f 10.48	9.47	s 9.35	Via Newark	8.47		s 8.22	36.1	MOUNTAIN VIEW 2.7	10.8	s 9.02	f 10.16		
75 Spur P				f 11.52	f 10.52		f 9.40			8.32	f 8.26	38.8	SUNNYVALE 2.0	8.1	f 8.58	f 10.12		
28 Spur					f		f					40.8	LAWRENCE 3.5	6.1				
San Jose Term. Yard KIP				f 11.59 PM	f 10.59	9.57	f 9.48	9.45 PM	8.57	8.38	f 8.34	44.3	SANTA CLARA 0.9	2.6	s 8.51	f 10.05		
KP												45.2	SAN JOSE YARD 0.5	1.7				
IP				f	f		f				f	45.7	COLLEGE PARK 1.2	1.2	f			
BKWY OITPY				s 12.05 AM	s 11.05 PM	s 10.03 PM	s 9.55 PM	s 9.50 PM	s 9.03 PM	8.45 PM	s 8.40 PM	46.9	TO-R SAN JOSE	0.0	8.45 PM	10.00 PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SAT. & SUN.	Arrive Daily		(46.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.45) 28.00	(0.35) 36.00	(0.50) 25.20	(1.20) 35.18	(1.20) 35.18	(1.03) 44.67	(1.25) 33.11	(0.05) 31.20	(1.03) 44.67	(1.05) 43.29	(1.20) 35.18		Time over District Average Speed per Hour		(1.20) 35.18	(1.20) 35.18	(1.00) 21.00	(1.00) 21.00

Automatic Block System

Double Track

X

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Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at Junction switch, Santa Clara.

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

Additional Stations
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Romac (Spur) MP 19.7

Standard Clock at Santa Clara located in interlocking tower.

No. 76 reduce speed at San Mateo to 25 M.P.H. to dispatch U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
33	Any Station	Discharge		Beyond Los Gatos	Daily
159	College Park	Receive	Any Station	Any Station	Monday

EASTWARD — **SAN FRANCISCO SUBDIVISION** — **WESTWARD**

FIRST CLASS

Capacity of sidings and spurs in car lengths	138	32	168	34	46	Distance from San Francisco		Time Table No. 147 March 30, 1940 San Jose-Santa Cruz Branch STATIONS	Distance from Santa Cruz	123	31	185	45	33
	Passenger	Santa Cruz	Passenger	Passenger	Passenger					Passenger	Santa Cruz	Passenger	Passenger	Passenger
	Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS					Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily EX.SAT.,SUN & HOLIDAYS	Arrive Daily
Terminal Yard BKWO ITYP		5.18PM		9.45AM	5.55AM	46.9		TO-R SAN JOSE 0.7	33.8		s 8.34AM	s 3.21PM	s 7.27PM	s 8.37PM
I	Via Los Altos		Via Los Altos			47.6	Automatic Block System	W. P. R. R. Crossing 3.1	33.1	Via Los Altos				
46 WP		f		s 9.53	6.07	50.7		CAMPBELL 2.6	30.0		f	3.09	7.15	f 8.29
P	6.37PM	s 5.28	2.30PM	f 9.58	6.15	53.3 51.8		R VASONA JUNCTION 2.5	27.4	s 6.55AM	s 8.24	3.00	7.06	f 8.24
65 18 Yard WP	s 6.46PM	s 5.36	s 2.40PM	s 10.06	s 6.25AM	54.3		TO-R LOS GATOS 2.7	24.9	6.49AM	s 8.18	2.50PM	6.56PM	s 8.18
29 P		f 5.45		f 10.15		57.0		ALMA 4.3	22.2		f 8.07			f 8.07
13 WP		f 5.58		f 10.28		61.3		WRIGHT 2.1	17.9		f 7.54			f 7.55
7 P		f		f		63.4		LAUREL 1.4	15.8		f			f
23 P		f 6.13		f 10.43		64.8		GLENWOOD 1.8	14.4		f 7.39			f 7.41
12 P						66.6		TANK SIDING 2.0	12.6					f
9		f 6.23		f 10.53		68.6		MEEHAN 1.8	10.6		f 7.29			f 7.31
34 P		f 6.27		f 10.57		70.4		OLYMPIA 1.7	8.8		f 7.25			f 7.27
		f		f		72.1		MT. HERMON 0.3	7.1		f			f
9 33 Yard WP		s 6.34		s 11.04		72.4		TO FELTON 0.9	6.8		s 7.18			s 7.21
		f		f		73.3		BIG TREES 2.1	5.9		f			f
23 P		f 6.42		f 11.12		75.4		RINCON 2.6	3.8		f			f 7.10
Yard 17		f				78.0		EBLIS 1.2	1.2					f
BKWO TYP		s 6.53PM		s 11.26AM		79.2		TO-R SANTA CRUZ	0.0		7.00AM			7.00PM
	Arrive Daily EX.SAT.,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS			(33.8)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave Daily
	(0.09) 16.67	(1.35) 21.35	(0.10) 15.00	(1.41) 20.08	(0.30) 17.80			Time over District Average Speed per Hour		(0.06) 25.00	(1.34) 21.57	(0.31) 17.23	(0.31) 17.23	(1.37) 20.91

EASTWARD — **SAN FRANCISCO SUBDIVISION** — **WESTWARD**

Capacity of sidings and spurs in car lengths	Distance from San Francisco		Time Table 147 March 30, 1940 Davenport Branch STATIONS	Distance from Davenport
Yard BKWO TYP	79.2	TO-R	SANTA CRUZ 1.9	11.5
45	81.1		ORBY 2.3	9.6
2 Spur	83.4		WILDER 2.5	7.3
34	85.9		GORDOLA 0.8	4.8
3 Spur	86.7		MAJORS 4.0	4.0
WYP	90.7		DAVENPORT	0.0
			(11.5)	

Service Performed by Extra Trains

EASTWARD — **SAN FRANCISCO SUBDIVISION** — **WESTWARD**

Capacity of sidings and spurs in car lengths	Distance from San Francisco		Time Table 147 March 30, 1940 Santa Cruz Branch STATIONS	Distance from Watsonville Jct.
Yard BKWO TYP	79.2	A. B. S.	TO-R SANTA CRUZ 0.5	20.0
	79.7		CASINO 0.7	19.5
5 Spur	80.4		SEABRIGHT 3.5	18.8
17 P	83.9		CAPITOLA 3.1	15.3
9 P	87.0		APTOS 5.5	12.2
12 P	92.5		ELLICOTT 3.3	6.7
33 P	95.8		NUGA 2.0	3.4
Term. Yard	97.8		WATSONVILLE 1.4	1.4
BKWOTYP	99.2		TO-R WATSONVILLE JCT.	0.0
			(20.0)	

Service Performed by Extra Trains

EASTWARD — **SAN FRANCISCO SUBDIVISION** — **WESTWARD**

Capacity of sidings and spurs in car lengths	FIRST CLASS 138	168	Distance from San Francisco		Time Table No. 147 March 30, 1940 Los Altos Branch STATIONS	Distance from Vasona Jct.	FIRST CLASS 123
	Passenger	Passenger					Passenger
	Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave SATURDAY ONLY					Arrive Daily EX. SUNDAY & HOLIDAYS
29 WYP	6.01PM	1.54PM	31.8	R	MAYFIELD 3.9	16.3	s 7.29AM
12 Spur P	s 6.10	s 2.05	35.7		LOS ALTOS 1.8	12.4	s 7.21
	s	s	37.5		SPRINGER ROAD 0.7	10.6	f
	s	s	38.2		LOYOLA 1.5	9.9	f
69 W	f	f	39.7		SIMLA 1.3	8.4	f
7 Spur	s 6.20	s 2.15	41.0		MONTA VISTA 2.8	7.1	f 7.10
13 Spur	f	f	43.8		AZULE 1.4	4.3	f
5 Spur	s 6.28	s 2.22	45.2		CONGRESS JCT. 0.9	2.9	f 7.01
	f	f	46.1		SAN TOMAS 0.8	2.0	f
	f	f	46.9		POLLARD ROAD 0.9	1.2	f
	f	f	47.8		QUITO 0.3	0.3	
P	f 6.37PM	f 2.30PM	48.1 51.8	R	VASONA JCT.	0.0	6.55AM
	Arrive Daily EX.SAT.,SUN & HOLIDAYS	Arrive SATURDAY ONLY			(16.3)		Leave Daily Ex. SUNDAYS & HOLIDAYS
	(0.36) 27.17	(0.36) 27.17			Time over District Average Speed per Hour		(0.34) 28.77

EASTWARD — **SAN FRANCISCO SUBDIVISION** — **WESTWARD**

	Distance from San Francisco	Time Table No. 147 March 30, 1940 San Francisco-San Bruno Branch STATIONS	Distance from San Bruno
San Francisco Terminal Yard	0.0	TO-R SAN FRANCISCO 0.9	13.6
	0.9	W. P. R. R. Crossing 0.3	12.7
	1.2	O. S. Ry. Crossing 4.0	12.4
	5.2	ELKTON 1.1	8.4
	6.3	OCEAN VIEW 1.1	7.3
	7.4	DALY CITY 0.7	6.2
	8.1	UNION PARK 0.4	5.5
	8.5	COLMA 1.2	5.1
	9.7	EMANUEL 1.7	3.9
	11.4	BADEN 1.6	2.2
	13.0	TANFORAN 0.6	0.6
	13.6	SAN BRUNO	0.0
		(13.6)	

Service performed by yard engines.
Emergency water supply at Ocean View.

ADDITIONAL STATIONS

Los Altos Branch

Alta Mesa	M.P. 34.0	
Permanente 2.42 Miles From Simla (Spur)		

San Jose-Santa Cruz Branch

	Vasona	M.P. 52.9	Spur
	Lyndon	M.P. 56.1	
	Aldercroft	M.P. 58.5	
P	Call of the Wild	M.P. 60.3	
	Clems	M.P. 65.8	
	Zayante	M.P. 67.4	
	Park St.	M.P. 78.4	

Santa Cruz Branch

Twin Lakes	M.P. 80.9	Spur
Cliffside	M.P. 81.7	Spur
New Brighton	M.P. 85.1	
Leonard	M.P. 89.7	Spur
Cristo	M.P. 90.8	Spur

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction: Exceptions:

No. 46 and No. 34 superior to No. 123.
No. 168 superior to No. 185.
No. 138 superior to No. 45.

Schedule time and train orders will apply at OLYMPIA eastward at cross over.

Water supply at Felton for emergency only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
123-138-168	Road Crossing 1.4 mile west of Azule	Receive or Discharge	Any Station	Any Station	Daily
123-138-168	Alta Mesa M.P. 34	Receive or Discharge	Any Station	Any Station	Daily
123-138-168	Neal M.P. 33	Receive or Discharge	Any Station	Any Station	Daily
34-32-31-33	Aldercroft M.P. 58.5	Receive or Discharge	Any Station	Any Station	Daily
	Zayante M.P. 67.4	Receive or Discharge	Any Station	Any Station	Daily
	Eccles M.P. 70	Receive or Discharge	Any Station	Any Station	Daily
34-31-33	Lyndon M.P. 56.1	Receive or Discharge	Any Station	Any Station	Daily
32-31-33-34	Call of the Wild M.P. 60.3	Receive or Discharge	Any Station	Any Station	Daily
34-32	Park St. M.P. 78.4	Receive or Discharge	Any Station	Any Station	Daily
31-32-33-34	Big Trees (North Gate)	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD SAN FRANCISCO SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS	FIRST CLASS										Time Table No. 147 March 30, 1940			FIRST CLASS								
	766	76	374	2	70	36	96	98	72	Distance from San Francisco		STATIONS		Distance from Watsonville Jct.	69	1	373	75	35	39	99	71	97
	Freight	Lark	C. M. E.	Sunset Limited	Coaster	Del Monte	Noon Daylight	Morning Daylight	Passenger						Coaster	Sunset Limited	C. M. W.	Lark	Del Monte	Del Monte	Morning Daylight	Passenger	Noon Daylight
	Leave Daily	Leave Daily	Leave Daily EXCEPT SATURDAY & SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & MONDAY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI-DAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWO ITPY	1.30 AM	10.10 PM	9.25 PM	9.10 PM	8.10 PM	5.06 PM	12.55 PM	9.11 AM	8.33 AM	46.9	Automatic Block System	TO-R SAN JOSE 2.2	C.T.C.S. D.T.	49.6	s 6.22 AM	s 6.50 AM	s 7.05 AM	s 7.33 AM	s 10.27 AM	s 10.27 AM	s 4.45 PM	s 7.36 PM	s 8.41 PM
I										49.1		W.P.R.R. Crossing 2.3		47.4									
P	1.42	10.17	9.32	9.17	8.17	5.12	1.00	9.16	8.39	51.4 55.3		LICK 7.8		45.1	6.14	6.42	6.57	7.25	10.21	10.21	4.38	7.28	8.34
190 East WP 99 Center	2.02	10.26	9.41	9.26	**8.27**	5.20	1.08	9.24	8.47	63.1		TO COYOTE 3.2		37.3	6.05	6.33	6.49	7.17	10.13	10.13	4.31	7.18	**8.27**
83 P										66.3		PERRY 2.9		34.1	6.01	6.29		7.13					
24 Spur P										69.2		MADRONE 1.6		31.2									
129 P	2.28	10.35	9.51	9.35	8.36	5.28	1.16	9.32	f 8.56	70.8		TO MORGANHILL 3.8		29.6	5.56	6.24	6.39	7.08	10.04	10.04	4.23	s 7.08	8.19
64 P	2.35									74.6		SAN MARTIN 2.4		25.8	5.51	6.19	6.34	7.03					
70 P										77.0		RUCKER 3.7		23.4									
100 Center Yd. WTP	2.55	10.46	10.03	9.46	s 8.47	s 5.40	1.26	9.42	s 9.12	80.7		TO-R GILROY 2.5	Double Track	19.7	s 5.41	6.09	6.27	6.54	s 9.53	s 9.53	4.13	s 6.53	8.09
P										83.2		CARNADERO 3.9		17.2									
77 WP	3.05	10.53	10.13	9.53	8.55	5.48	1.32	9.48	9.19	87.1		SARGENT 1.9		13.3	5.30	5.59	6.17	6.45	9.44	9.44	4.06	6.41	8.02
25 P										89.0		BETABEL 2.9		11.4									
93 P										91.9		CHITTENDEN 1.3		8.5									
P	3.25	11.03	10.24	10.03	9.06	5.58	1.42	9.58	9.29	93.2		LOGAN 1.4	Double Track	7.2	5.20	5.49	6.06	6.35	9.34	9.34	3.56	6.31	7.52
35 Spur P									f	94.6		AROMAS 5.8		5.8								f	
Term. Yard BKWOTYP	3.40 AM	s 11.14 PM	10.36 PM	s 10.14 PM	s 9.16 PM	s 6.08 PM	s 1.51 PM	10.07 AM	s 9.45 AM	100.4		TO-R WATSONVILLEJCT		0.0	5.10 AM	5.38 AM	5.55 AM	6.24 AM	9.25 AM	9.25 AM	3.48 PM	6.20 PM	7.44 PM
	Arrive Daily	Arrive Daily	Arrive Daily EXCEPT SATURDAY & SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(49.6)			Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & MONDAY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI-DAYS ONLY	Leave Daily	Leave Daily	Leave Daily
	(2.10) 22.89	(1.04) 46.50	(1.11) 41.92	(1.04) 46.50	(1.06) 45.09	(1.02) 48.00	(0.56) 53.14	(0.56) 53.14	(1.12) 41.33			Time over District Average Speed per Hour			(1.12) 41.33	(1.12) 41.33	(1.10) 42.51	(1.09) 43.13	(1.02) 48.00	(1.02) 48.00	(0.57) 52.21	(1.16) 39.16	(0.57) 52.21

EASTWARD SAN FRANCISCO SUBDIVISION WESTWARD

Capacity of Siding and Spurs in Car Lengths		Distance from San Francisco	Time Table No. 147 March 30, 1940 Lick Branch STATIONS	Distance from Alamitos	
Terminal Yard 10 Spur P		51.4 55.3	LICK 3.6	3.6	
Terminal Yard 11		58.9	ALAMITOS	0.0	
			(3.6)		
			Service performed by yard engines		

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	Time Table No. 147 March 30, 1940 Tres Pinos Branch STATIONS	Distance from Tres Pinos	
P		83.2	CARNADERO 11.7	17.9	
15 WP		94.9	HOLLISTER 6.2	6.2	
P		101.1	TRES PINOS	0.0	
			(17.9)		
			Service performed by extra trains		

RULES 86 and 93. Second and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train order signal.

ADDITIONAL STATIONS

P	Edenvale	M.P. 57.4	Spur
	Lonoke	M.P. 79.1	Spur
	Nema	M.P. 84.1	
	Miller	M.P. 84.4	Spur
P	Vega	M.P. 97.1	Spur

Tres Pinos Branch

P	Hudner	M.P. 90.3	Spur

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Any Station	Discharge		Los Angeles	Daily

EASTWARD

SALINAS SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS									Distance from San Francisco	Automatic Block System	Time Table No. 147 March 30, 1940	Distance from San Luis Obispo	FIRST CLASS									
	766	76	374	2	70	36	96	98	72	190					69	1	373	75	35	39	99	71	97	191
	Freight	Lark	C. M. E.	Sunset Limited	Coaster	Del Monte	Noon Daylight	Morning Daylight	Passenger	Passenger					Coaster	Sunset Limited	C. M. W.	Lark	Del Monte	Del Monte	Morning Daylight	Passenger	Noon Daylight	Passenger
	Leave Daily	Leave Daily	Leave Daily EX. SAT. & SUN.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily EX. SUN. & MON.	Arrive Daily	Arrive Daily EX. SUN. & HOL.	Arrive SUN. & HOL. ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTYP	6.15 AM	11.20 PM	10.52 PM	10.22 PM	9.27 PM	**6.10** PM	1.52 PM	10.07 AM	9.55 AM	6.40 AM	100.4	TO-R	WATSONVILLE JCT.	151.7	s 5.00 AM	s 5.23 AM	5.45 AM	s 6.08 AM	s 9.23 AM	s 9.23 AM	3.48 PM	s **6.10** PM	s 7.43 PM	s 9.15 PM
64 P	6.28	11.28	11.00	10.30	9.35	6.17			10.02	6.47	105.8		5.4 ELKHORN	146.3	4.51		5.37					6.01		
138 44 Yard WYP	6.38	11.34	11.06	10.36	9.41	s 6.23 PM	2.05	10.20	f 10.09	s 6.53 AM	110.4	TO-R	4.6 CASTROVILLE	141.7	4.44	5.06	5.30	5.50	9.08 AM	9.08 AM	3.35	f 5.56	7.30	8.57 PM
Salinas Yard 64 P		11.38	11.10	10.40	9.45						113.9		3.5 COOPER	138.2	4.38	5.00	5.25	5.44				5.51		
BKWOTP	6.52	s 11.48	11.16	s 10.49	s 9.54		s 2.16	s **10.31**	10.20 s 10.33		118.2	TO-R	4.3 SALINAS	133.9	s 4.32	4.54	5.19	s 5.39			s 3.25	s 5.45	s 7.20	
98 YP	6.57	11.52 PM	11.19	10.52	9.57		2.19	10.33	10.37		120.3		2.1 SPRECKELS JCT.	131.8	4.25	4.48	5.06	5.34			3.21	5.34	7.16	
45 P	7.05		11.24				2.24	10.38			125.3		5.0 SPENCE	126.8							3.16	5.29	7.11	
105 WP	7.13	12.01 AM	11.29	11.01	10.07		2.28	10.42	s 10.49		129.1	TO	3.8 CHUALAR	123.0	4.15	4.38	4.56	5.25			3.12	s 5.25	7.07	
41 Spur											131.0		1.9 GABILAN	121.1										
45 P											131.9		0.9 PENVIR	120.2										
128 P	7.22	12.07	11.36	11.07	10.14		2.33	10.47	s 10.56		135.1	TO	3.2 GONZALES	117.0	4.09	4.31	4.50	5.19			3.07	s 5.17	7.02	
44 P	7.32	12.13		11.13	10.20						140.6		5.5 CAMPHORA	111.5								5.09		
56 164 Yard KWP	7.38	12.16	11.46	11.16	10.24		2.40	10.54	s 11.14		143.6	TO-R	3.0 SOLEDAD	108.5	4.00	4.22	4.41	5.10			3.00	s 5.06	6.55	
73 P	7.46		11.51 PM		10.29				11.20		148.3		4.7 HARLEM	103.8	3.55	4.17	4.36	5.05				4.59		
45 P	7.53						**2.51**	11.02	f		152.3		4.0 METZ	99.8	3.50	4.12	4.31	5.00			**2.51**	f 4.53	6.46	
79 P	8.04	12.33	12.04 AM	11.33	10.41				11.32		158.9		6.6 COBURN	93.2	3.43	4.05	4.24	4.53				4.46		
80 Spur Y											161.0		2.1 ELSA	91.1										
122 Yard KWP	8.20 AM	12.39 AM	12.10 AM	11.39 PM	s 10.48 PM		3.02 PM	11.14 AM	s 11.42 AM		163.7	TO	2.7 KING CITY	88.4	3.38 AM	3.59 AM	4.19 AM	4.48 AM			2.41 PM	4.41 PM	6.36 PM	
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUN. & MON.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(63.3)		Leave Daily	Leave Daily	Leave Daily EX. SUN. & MON.	Leave Daily	Leave Daily EX. SUN. & HOL.	Leave SUN. & HOL. ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.05) 30.38	(1.19) 48.08	(1.18) 48.69	(1.17) 49.32	(1.21) 46.89	(0.13) 46.15	(1.10) 54.26	(1.07) 56.69	(1.47) 35.49	(0.13) 46.15			Time over District Average Speed per Hour		(1.22) 46.32	(1.24) 45.21	(1.26) 44.16	(1.20) 47.48	(0.15) 40.00	(0.15) 40.00	(1.07) 56.69	(1.29) 42.67	(1.07) 56.69	(0.18) 33.33

EASTWARD

SALINAS SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Francisco		Time Table No. 147 March 30, 1940 Monterey Branch	Distance from Lake Majella	FIRST CLASS		
	36	190					35	39	191
	Del Monte	Passenger					Del Monte	Del Monte	Passenger
	Leave Daily	Leave Daily			STATIONS		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily
138 Yard WYP	6.25 PM	6.55 AM	110.4	TO-R	CASTROVILLE	19.6	s 9.08 AM	s 9.08 AM	s 8.55 PM
14		f	112.4		2.0 NASHUA	17.6			f
13 P	6.32	f 7.04	113.9		1.5 NEPONSET	16.1			f 8.46
17 P	6.41	f 7.14	119.7		5.8 GIGLING	10.3	8.53	8.53	f 8.36
12 Spur		f	120.4		0.7 WORKFIELD	9.6			f
9		f	123.3		2.9 SEASIDE	6.7			f 8.30
119 P	s 6.50	s 7.25	124.9		1.6 DEL MONTE	5.1	s 8.45	s 8.45	s 8.27
P	s 6.52	s 7.28	125.7		0.8 MONTEREY	4.3	s 8.40	s 8.40	s 8.22
Yard KWOTP	s 7.05 PM	s 7.50 AM	128.3	TO-R	2.6 PACIFIC GROVE	1.7	8.20 AM	8.20 AM	8.15 PM
29 Spur			129.9		1.6 ASILOMAR	0.1			
			130.0		0.1 LAKE MAJELLA	0.0			
	Arrive Daily	Arrive Daily			(19.6)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily
	(0.40) 26.85	(0.55) 19.53			Time over District Average Speed per Hour		(0.48) 22.38	(0.48) 22.38	(0.40) 26.85

EASTWARD

SALINAS SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 147 March 30, 1940 Spreckels Branch	Distance from Spreckels
		STATIONS	
98 YP	120.3	SPRECKELS JCT.	2.5
Yard	122.8	2.5 SPRECKELS	0.0
		(2.5)	

Service performed by extra trains.

ADDITIONAL STATIONS

Graves, M.P. 115.6
Rack, M.P. 137.1 Spur
Molus, M.P. 138.8 Spur

Monterey Branch

Lapis, M.P. 114.8 Spur
Bardin, M.P. 115.4 Spur
Marina, M.P. 117.3 Spur
Prattco, M.P. 122.1 Spur
Retreat, M.P. 124.3 Spur

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction. Except No. 190 is superior to No. 35 and No. 39. No. 36 is superior to No. 191.

RULES 86 and 93. Second and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at Salinas Eastward at crossover west of signal 1185 and at Gonzales Eastward at crossover at station building.

No. 70 reduce speed Saturday to 30 M.P.H. at Soledad, to dispatch papers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Elkhorn	Receive	San Jose		Daily
71	Any Station	Discharge		Los Angeles	Daily
190-191	Lapis	Receive or Discharge	Any Station	Any Station	Daily
"	Bardin	Receive or Discharge	Any Station	Any Station	Daily
"	Marina	Receive or Discharge	Any Station	Any Station	Daily
"	Prattco	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD SALINAS SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS	FIRST CLASS							Distance from San Francisco	Time Table No. 147 March 30, 1940	Distance from San Luis Obispo	FIRST CLASS						
	766	2	70	96	72	98	76	374				69	1	373	75	99	71	97
	Freight	Sunset Limited	Coaster	Noon Daylight	Passenger	Morning Daylight	Lark	C. M. E.				Coaster	Sunset Limited	C. M. W.	Lark	Morning Daylight	Passenger	Noon Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & MONDAY		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
122 Yard KWP	8.20 AM	11.39 PM	10.48 PM	3.02 PM	11.42 AM	11.14 AM	12.39 AM	12.10 AM	163.7	TO KING CITY 3.4	88.4	s 3.38 AM	3.59 AM	4.19 AM	4.48 AM	2.41 PM	s 4.41 PM	6.36 PM
82 P	8.28								167.1	WELBY 5.3	85.0							
91 P	8.38	11.48	10.58	3.10	s 11.55 AM	11.22	12.48	12.19	172.4	TO SAN LUCAS 5.3	79.7	3.27	3.49	4.08	4.39	2.33	s 4.24	6.28
46 P	8.46								177.7	DOCAS 5.2	74.4							
128 57 WOP	8.56	11.59 PM	11.08	3.20	s 12.08 PM	11.32	12.59	12.30	182.9	TO SAN ARDO 3.5	69.2	3.15	3.37	3.56	4.28	2.24	s 4.11	6.18
45 P									186.4	GETTY 3.3	65.7							
79 P	9.11			3.26	12.16	11.38	1.07	12.38	189.7	WUNPOST 6.2	62.4	3.07	3.29	3.48	4.21	2.18	3.55	6.12
113 P	9.23	12.15 AM	11.24	3.34	s 12.25	11.46	1.15	12.46	195.9	BRADLEY 5.5	56.2	2.59	3.21	3.40	4.14	2.11	s 3.47	6.06
72 P	9.34			**3.40**	12.32	11.52			201.4	NACIMIENTO 2.4	50.7	2.52	3.14	3.33	4.07	2.05	**3.40**	6.00
109 P	9.39	12.23	11.32	3.43	12.35	11.54	1.23	12.54	203.8	McKAY 3.2	48.3	2.49	3.11	3.30	4.04	2.03	3.31	5.57
39 WP	9.50	12.27	11.36	3.46	s 12.40	11.58 AM		12.58	207.0	TO SAN MIGUEL 3.9	45.1	2.45	3.07	3.26	4.00	2.00	s 3.28	5.54
104 P	9.56	12.32	11.41	3.50	12.45	12.02 PM	1.31	1.03	210.9	WELLSONA 5.4	41.2	2.40	3.02	3.21	3.55	1.56	3.22	5.50
62 WP	10.06	12.38	s 11.51	3.56	s 12.56	12.07	1.37	1.09	216.3	TO PASO ROBLES 5.5	35.8	s 2.33	2.55	3.14	3.49	1.51	s 3.16	5.44
108 P	10.17	12.44	11.58 PM	4.02	s 1.03	12.12	1.43	1.15	221.8	TEMPLETON 3.1	30.3	2.24	2.49	3.08	3.43	1.45	s 3.05	5.38
33 P									224.9	ASUNCION 1.8	27.2							
22 Spur P	10.25	12.49	12.03 AM	4.07	s 1.12	12.17	1.48	1.20	226.7	TO ATASCADERO 1.3	25.4	2.18	2.43	3.02	3.37	1.40	s 2.59	5.32
44 P									228.0	HENRY 2.3	24.1							
71 P	10.34	12.54	12.11	4.11	1.17	12.21	1.53	1.25	230.3	EAGLET 3.1	21.8	2.14	2.39	2.58	3.33	1.36	2.53	5.28
77 P	10.39	12.57	12.14	4.14	1.20	12.24	1.56	1.28	233.4	CUSHING 2.1	18.7	2.10	2.35	2.54	3.29	1.32	2.49	5.25
W81 BKWYP E139 Yard	11.05	1.12	s 12.26	4.18	s **1.30**	12.28	**2.07**	1.42	235.5	TO-R SANTA MARGARITA 3.4	16.6	s **2.07**	2.32	2.51	3.26	**1.30**	s 2.46	5.22
80 P	11.20	1.22	12.36	4.25	1.40	12.35	**2.17**	**1.52**	238.9	CUESTA 4.5	13.2	**1.52**	**2.17**	2.36	3.13	1.23	2.37	5.15
173 WP	11.42 AM	**1.31**	12.46	4.34	1.50	12.44	**2.26**	**2.06**	243.4	TO SERRANO 2.9	8.7	**1.31**	**2.06**	**2.26**	3.04	1.15	2.28	5.06
40 P	12.02 PM	1.39	12.54		1.58		2.34	**2.14**	246.3	CHORRO 4.3	5.8	1.23	1.57	**2.14**	2.54		2.18	
108 P		**1.48**		**4.48**	**2.08**	**12.58**	**2.44**		250.6	HATHAWAY 1.5	1.5	1.14	**1.48**	1.58	**2.44**	**12.58**	**2.08**	**4.48**
Term. Yard BKWOTPY	12.25 PM	s **1.53** AM	s **1.10** AM	s 4.52 PM	s 2.13 PM	s 1.02 PM	s 2.48 AM	2.28 AM	252.1	TO-R SAN LUIS OBISPO	0.0	**1.10** AM	1.43 AM	**1.53** AM	2.40 AM	12.53 PM	2.03 PM	4.43 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & MONDAY		(88.4)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.05) 21.65	(2.14) 39.58	(2.22) 37.35	(1.50) 48.22	(2.31) 34.46	(1.48) 49.11	(2.09) 41.12	(2.18) 38.43		……Time over District…… ……Average Speed per Hour……		(2.28) 35.84	(2.16) 39.00	(2.26) 36.33	(2.08) 41.44	(1.48) 49.11	(2.38) 33.57	(1.53) 46.94

Automatic Block System

C.T.C.S.

At Santa Margarita siding located on station side of main track is EASTWARD siding. Schedule time and train orders WESTWARD will apply at west switch of this siding. East switch of EASTWARD siding will be identified as crossover switch just west of west leg of wye. That portion of track between crossover switch and extreme east switch will be used by helper engines.

Siding located on opposite side of main track to station is WESTWARD siding. Schedule time and train orders EASTWARD will apply at east switch of this siding.

RULES 86 and 93. Second and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

Schedule time and train orders will apply at San Miguel westward at crossover west of station building.

Siding at Hathaway will not be used by eastward trains except on authority of Dispatcher.

No. 70 reduce speed Saturday to 30 M.P.H. at San Lucas, San Ardo, Bradley, San Miguel and Atascadero to dispatch papers.

EASTWARD GUADALUPE SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 147 March 30, 1940 Lompoc-White Hills Branch STATIONS	Distance from White Hills
122 WOYP 83	302.7	TO SURF 1.1	14.0
30	303.8	BARODA 3.8	12.9
21	307.6	POST 2.2	9.1
10	309.8	ACORN 2.6	6.9
Yard BKWTP	312.4	TO-R LOMPOC 0.5	4.3
	312.9	WHITE HILLS JCT. 3.8	3.8
	316.7	WHITE HILLS (14.0)	0.0

Service Performed by Extra Trains

ADDITIONAL STATIONS:

Brickton, M.P. 227.4 Spur
P Thyle, M.P. 240.0 Spur
Goldtree, M.P. 248.0 Spur

Lompoc-White Hills Branch

Garus, M.P. 308.1 Spur
La Salle, M.P. 308.3 Spur

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Any Station	Discharge		Los Angeles	Daily
72	Serrano	Discharge (men and supplies)			Mon., Wed., Fri.
71	Serrano	Discharge (men and supplies)			Tues., Thurs., Sat.

GUADALUPE SUBDIVISION

EASTWARD

WESTWARD

Capacity of Sidings and Spurs in Car Lengths		SECOND CLASS		FIRST CLASS							Distance from San Francisco		Time Table No. 147 March 30, 1940		Distance from Santa Barbara	FIRST CLASS						
		768	766	96	72	98	76	374	2	70			STATIONS			99	71	97	69	373	1	75
		Freight	Freight	Noon Daylight	Passenger	Morning Daylight	Lark	C. M. E.	Sunset Limited	Coaster						Morning Daylight	Passenger	Noon Daylight	Coaster	C. M. W.	Sunset Limited	Lark
		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & MONDAY	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & MONDAY	Arrive Daily	Arrive Daily
	Term. Yard BKWOTPY	8.00 PM	1.25 PM	4.57 PM	2.25 PM	1.07 PM	3.00 AM	2.40 AM	2.07 AM	1.20 AM	252.1		TO-R SAN LUIS OBISPO 7.0	Dbl. Track	118.6	s 12.48 PM	s 1.53 PM	s 4.38 PM	s 1.01 AM	1.20 AM	s 1.32 AM	s 2.30 AM
	IP	8.15	**1.40**	5.08	2.37	1.18	3.12	2.51	2.19	1.31	259.1		TO HADLEY TOWER P. C. R. R. Crossing 5.1		111.6	12.37	**1.40**	4.27	12.49	1.06	1.18	2.15
129	P	8.25	1.52	5.15	2.45	**1.25**	3.20	2.59	2.27	1.39	264.2		GROVER 1.7		106.5	12.30	**1.25**	4.20	12.41	12.58	1.10	2.07
39	WP	8.28	1.55	5.17	s 2.50	1.27	3.23	3.02	2.30	1.42	265.9		TO OCEANO 4.0		104.8	12.28	s 1.16	4.18	12.38	12.56	1.08	2.05
101	P	8.40	2.03	5.22	2.55	1.32	3.28	3.07	2.35	1.47	269.9		CALLENDER 2.5		100.8	12.23	1.08	4.13	12.33	12.51	1.03	2.00
44	P	8.45	2.08	5.24	2.58	1.34	3.31	3.10	2.38	**1.57**	272.4		BROMELA 4.1		98.3	12.21	1.05	4.11	12.30	12.48	1.00	**1.57**
115	Yard BKWP	10.00	2.15	5.28	s 3.15	1.38	3.37	3.16	2.44	s 2.25	276.5		TO-R GUADALUPE 4.2		94.2	12.17	s 1.00	4.07	s 12.24	12.42	12.54	1.52
81	P	10.12	2.25	5.33	3.21	1.43	3.43	3.22	2.50	2.31	280.7		WALDORF 4.1		90.0	12.12	12.46	4.02	12.13	12.36	12.48	1.44
46	P	10.23	2.36	5.38	3.27	1.48	3.48	3.27	2.55	2.36	284.8		SCHUMAN 2.7		85.9	12.07	12.40	3.57	12.07	12.30	12.42	1.38
91 42	YP	10.29	2.42	5.41	s 3.32	1.51	3.53	3.32	3.00	2.41	287.5		TO CASMALIA 2.5		83.2	12.04	s 12.36	3.54	12.03 AM	12.26	12.38	1.34
75	P	10.34	2.47	5.44	3.35	1.54	3.56	3.35	3.03	2.45	290.0		ANTONIO 3.2		80.7	12.01 PM	12.31	3.51	11.59 PM	12.22	12.34	1.30
133	P	10.41	2.53	5.47	**3.47**	1.57	4.02	3.39	3.09	2.49	293.2		NARLON 4.0		77.5	11.57 AM	12.27	**3.47**	11.56	12.19	12.31	1.27
77	P	10.59	3.02	5.51	3.53	2.01	4.08	3.44	3.15	2.54	297.2		TANGAIR 5.5		73.5	11.53	12.22	3.42	11.50	12.13	12.25	1.22
122 83	Yard WOYP	**11.15 PM** **12.16 AM**	**3.36**	5.57	s 4.05	2.07	4.16	3.50	3.23	s 3.06	302.7		TO SURF 5.2		68.0	11.47	s 12.14 PM	**3.36**	s **11.40**	**12.04** AM	**12.16**	1.13
137	P	**1.06**	3.52	6.02	4.13	2.12	4.24	3.58	3.31	3.14	307.9		HONDA 2.6		62.8	11.41	11.59 AM	3.29	11.28	11.57 PM	12.09 AM	**1.06**
43					f						310.5		ARLIGHT 2.0		60.2		f					
45	P										312.5	Automatic Block System	ARGUELLO 4.8		58.2							
46	P	1.28	4.08	6.12	f 4.26	2.22	4.37	4.10	3.44	3.27	317.3		SUDDEN 3.5		53.4	11.32	f 11.46	3.19	11.16	11.45	11.57 PM	12.55
90	WP	1.35	4.14	6.16	4.31	2.26	4.43	4.15	3.52	3.32	320.8		JALAMA 4.5		49.9	11.28	11.41	3.15	11.11	11.40	11.52	12.49
131 54	P	1.44	4.20	6.22	f 4.37	2.32	4.49	4.21	3.58	3.38	325.3		TO CONCEPCION 4.5		45.4	11.23	f 11.35	3.10	11.05	11.34	11.46	12.43
45	P										329.8		GATO 5.0		40.9							
60	P	2.00	4.35	6.32	4.49	2.42	5.02	4.34	4.11	3.51	334.8		SACATE 4.6		35.9	11.13	11.24	3.01	10.53	11.22	11.34	12.31
83	WP	2.08	4.42	6.37	s 4.56	2.47	5.09	4.41	4.18	3.57	339.4		TO GAVIOTA 3.2		31.3	11.08	s 11.18	2.57	10.48	11.17	11.29	12.26
45	P					**2.51**					342.6		LENTO 3.1		28.1			**2.51**				
47	P	2.18	4.52	6.44	5.03	2.54	5.17	4.49	4.26	4.05	345.7		TAJIGUAS 4.2		25.0	11.02	11.10	2.44	10.40	11.09	11.21	12.18
45	P	2.25	4.59	6.48	5.09	2.58	5.23	4.54	4.32	4.11	349.9		CAPITAN 5.1		20.8	10.57	11.05	2.40	10.35	11.04	11.16	12.13
77 47	WP	2.33	**5.15**	6.53	f **5.15**	3.03	5.30	5.00	4.39	4.18	355.0		NAPLES 3.9		15.7	10.52	f 10.59	2.35	10.29	10.58	11.10	12.07
47 28	P	2.40	5.25	6.57	5.19	3.07	5.35	5.04	4.44	4.23	358.9		ELLWOOD 2.8		11.8	10.48	10.54	2.31	10.24	10.53	11.05	12.02 AM
22											361.7		LA PATERA 1.1		9.0							
120	P	2.47	5.32	7.02	f 5.25	3.11	5.41	5.10	4.50	4.31	362.8		TO GOLETA 3.7		7.9	10.45	f 10.50	2.28	10.19	10.49	11.01	11.58 PM
41 30	P										366.5		HOPE RANCH 2.0		4.2							
	P	2.57	5.46	7.08	5.33	3.17	5.51	5.18	5.00	4.42	368.5		WEST STA. BARBARA 2.2	D.T.	2.2	10.39	10.42	2.23	10.12	10.42	10.54	11.51
	Term. Yard BKWOTP	3.10 AM	6.00 PM	s 7.15 PM	s 5.40 PM	s 3.24 PM	s 5.58 AM	5.25 AM	s 5.08 AM	s 4.50 AM	370.7		TO SANTA BARBARA		0.0	10.33 AM	10.35 AM	2.17 PM	10.05 PM	10.35 PM	10.47 PM	11.44 PM
		Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & MONDAY	Arrive Daily	Arrive Daily			(118.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SAT. & SUN.	Leave Daily	Leave Daily
		(7.10) 16.55	(4.35) 25.88	(2.18) 51.57	(3.15) 36.49	(2.17) 51.94	(2.58) 39.98	(2.45) 43.13	(3.01) 39.31	(3.30) 33.89			Time over District Average Speed per Hour			(2.15) 52.71	(3.18) 35.94	(2.21) 50.47	(2.56) 40.43	(2.45) 43.13	(2.45) 43.13	(2.46) 42.87

RULES 86 and 93. Second and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

No. 71 and No. 72 stop at Pismo daily.

No. 75 and No. 76 will reduce speed at Guadalupe and Surf to 25 M.P.H. to dispatch mail.

Water supply at Oceano, Jalama, Gaviota and Lompoc for emergency use only.

ADDITIONAL STATIONS

P	Edna	M.P. 257.9	Spur
	Tiber	M.P. 260.0	Spur
	Pismo	M.P. 262.8	Spur
	San Augustine	M.P. 331.0	Spur
P	Drake	M.P. 334.2	Spur
	Orella	M.P. 348.6	Spur
	Vilo	M.P. 357.1	
	Coromar	M.P. 360.2	Spur
	Oliva	M.P. 367.9	Spur

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Tangair	Men and Supplies			Thursdays
71	Any Station	Discharge		Any Station	Daily
71	San Augustine M.P. 331.0 Drake M.P. 334.2	Receive or Discharge Receive or Discharge	Any Station Any Station	Any Station Any Station	Daily Daily
72	San Augustine M.P. 331.0 Drake M.P. 334.2	Receive or Discharge Receive or Discharge	Any Station Any Station	Any Station Any Station	Daily Daily
72	Any Station	Receive	Los Angeles		Daily

SPECIAL INSTRUCTIONS.

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco	I. S. Preston, Phelan Building Kline & Logie, 2058 Mission Street L. E. Brown, 709 Third Street
Bayshore	Forrest E. Brown, 41½ Leland Ave.
Redwood City	Geo. Peterson, 2738 Broadway
San Jose	W. H. Turick, 275 So. First St. Kochers, 169 So. First St.
Watsonville	A. R. Jolly
Santa Cruz	C. M. Pennell
Salinas	Goodfriend & Traub
Pacific Grove	G. H. Ehmann
King City	W. V. Bolton
San Luis Obispo	V. C. Jerram
Santa Barbara	I. F. Bitterly
Lompoc	Walter Ziesche
Los Gatos	J. B. Streepey

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, last Thursday in November.
Christmas Day, December 25th.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 M.P.H. or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

Slow boards located on left-hand side of track as follows:

Governing westward trains:	Governing eastward trains:
200 feet west of M.P. 117.	2200 feet west of M.P. 92.
500 feet west of M.P. 119.	2100 feet east of M.P. 211.
1800 feet west of M.P. 190.	500 feet west of M.P. 294.
1400 feet east of M.P. 233.	2000 feet east of M.P. 321.
2300 feet east of M.P. 264.	2000 feet east of M.P. 324.
400 feet east of M.P. 339.	700 feet west of M.P. 325.

Governing eastward trains:
1400 feet east of M.P. 125 (Monterey Branch).
200 feet west of M.P. 127 (Monterey Branch).

Curve warning signals placed at M.P. 194.6 and 261.95 for westward trains and at M.P. 193.2 and M.P. 260.7 for eastward trains, in advance of 10 degree curves where speed is restricted to 30 M.P.H. for passenger trains and 25 M.P.H. for freight trains, remain at caution position at all times.

RULE 12 (H). Display of a burning fusee from an interlocking tower or crossing watchman's tower will be regarded as a stop signal within the meaning of Rule 12 (H). Expect to find crossing in the vicinity blocked.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Watsonville Jct.—Trains on Santa Cruz line.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Mayfield—Trains on Los Altos line.
San Jose—Trains on Campbell line.
Carnadero—Trains on Tres Pinos line.
Castroville—Trains on Pacific Grove line.
Santa Cruz—Trains on Davenport line.
Surf—Trains on Lompoc line.

RULE 14 (l). Eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 17 and 19. Night signals will be displayed through tunnels.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay Roundhouse and Third Street Station, San Francisco, and from San Jose and San Luis Obispo Passenger Stations to Roundhouse. They must be removed on arrival delivery track at Roundhouse.

RULE 28. In double track territory, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE D-71. Trains and engines may move between San Francisco and San Bruno via Bayshore, and between Santa Clara and College Park interlocking plants, with current of traffic irrespective of timetable superiority. They will accept proceed indication of interlocking signal or verbal authority of signal operator in charge of route to be used as authority to enter main track, but will otherwise be governed by Rules 93 and 99.

Second and inferior class trains, extra trains and engines moving between these points must avoid delaying first-class trains, also other movements when so instructed by signal operator.

RULE S-72. Westward trains are superior to trains of the same class in opposite direction, except as noted on pages 7 and 9.

RULE 83.

If a positive observation check be made at San Jose or between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa Barbara, it will apply at the end of double track. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

Rule 14 (k) Must be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Visitacion Tower
Redwood Junction
Gilroy
Los Gatos
Salinas
Soledad
Santa Margarita
Guadalupe

San Jose—Westward Coast Division freight trains moving from San Jose will register at Santa Clara tower.

Western Division trains originating and terminating San Jose Yard will register at Santa Clara tower.

Mayfield—Scheduled trains via Los Altos and trains originating and terminating.

Castroville—Trains originating and terminating, and trains on Monterey Branch.

Santa Cruz—Extra trains will register.

RULE 83 (B). Visitacion Tower—Eastward trains originating at Bayshore Yard may obtain clearance from mast located at Visitacion Tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction—Trains to and from Western Division may register by ticket, and receive clearance from mast located near tower.

San Jose—Receptacles are located on station platform at end post of umbrella sheds from which through passenger trains may obtain clearance and may register by ticket. When no clearance received or when irregularities noted, conductor will report to train-order office.

No. 374, Coast Division freight trains and light engines operating between Watsonville Junction and San Jose via Gilroy or Los Gatos will register by ticket at San Jose passenger station.

Eastward Coast Division freight trains arriving San Jose will register by ticket at Santa Clara Tower.

Train-order mast located on freight lead, San Jose Passenger Station, where eastward Coast Division freight trains and No. 374 will receive clearance.

Gilroy—Attachment applied to base of train-order signal for holding train-order hoops for eastward and westward trains.

Watsonville Junction—Attachment applied to base of electrolier for holding train-order hoop, located in front of telegraph office between eastward and westward main tracks.

Watsonville Junction—Nos. 96, 97, 98, 99, 36, 35 and 39 will register by ticket.

King City—Train-order mast located between main track and station, for holding train-order hoops for eastward and westward trains.

Santa Barbara—Train-order office is located at the freight house.

Crews of westward first-class trains and passenger extras receiving train orders and instructions at freight house will deliver them to relieving crews at passenger station.

RULE 83 (D). Western Division first-class trains originating San Jose will obtain separate Coast and Western Division clearances and receive their train orders applying to Western Division at San Jose.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in Column captioned "Signals." When train is so authorized to check the register, it must register and place the restricting order number and date in Column captioned "Signals."

RULES 86 (B) and (C). Extra trains handling only passenger equipment may run ahead of first-class trains between San Francisco and San Jose.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

San Francisco
Redwood Jct.
San Jose
Gilroy
Watsonville Jct.
Castroville
Salinas
Soledad
King City
Santa Margarita
San Luis Obispo
Guadalupe
Surf
Santa Barbara
Felton
Santa Cruz
Pacific Grove
Los Gatos
Lompoc

LOCATION OF YARD LIMIT SIGNS

San Francisco—From terminal building to M.P. 11.5 East of San Bruno, including San Bruno Branch.

Redwood Junction—From M.P. 24.5 to M.P. 27.2 and to M.P. 28.2 on Western Division.

San Jose—From M.P. 43.5 to M.P. 56.0 including Lick Branch, to M.P. 51.5 on Santa Cruz Branch, including Campbell, to M.P. 44.8 on Milpitas line and to M.P. 43.7 on Agnew line.

Gilroy—From M.P. 79.4 to M.P. 82.4.

Watsonville Junction—From M.P. 96.1 to M.P. 101.25 to M.P. 96.2 on Santa Cruz Branch.

Castroville—From M.P. 109.6 to M.P. 111.7 to M.P. 111.5 on Monterey Branch.

Salinas—From M.P. 113.5 to M.P. 121.5 including Spreckles Branch.

Soledad—From M.P. 142.4 to M.P. 144.7.

King City—From M.P. 162.2 to M.P. 165.1.

Santa Margarita—From M.P. 233.9 to M.P. 237.0.

San Luis Obispo—From M.P. 249.6 to M.P. 254.0.

Guadalupe—From M.P. 275.2 to M.P. 277.3.

Surf—From M.P. 301.7 to M.P. 303.7 to M.P. 303.8 on Lompoc-White Hills Branch.

Santa Barbara—From M.P. 369.20 to M.P. 373.33.

Los Gatos—From M.P. 52.7 to M.P. 54.6.

Felton—From M.P. 72.0 to M.P. 73.4.

Santa Cruz—From M.P. 77.1 to M.P. 80.5 to M.P. 81.7 on Davenport Branch.

Pacific Grove—From M.P. 127.7 to M.P. 129.9.

Lompoc—Board at M.P. 310.6 to end of branch at White Hills.

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE 97. Extra trains must not run via San Jose-Santa Cruz, Los Altos or Santa Cruz Branches unless train order so specifies.

RULE D-97 (A). Will apply between San Francisco and San Jose.

RULE 98. Railroad Crossings at Grade not interlocked.

Western Pacific R. R. at Valbrick (San Jose yard) "Stop."

After stopping and trains, engines or motors are approaching on Western Pacific R. R. tracks within such distance that they are liable to conflict with movement over crossing, such movement must not be made until movement on conflicting route has stopped.

RULE 99. Trains moving on siding Hathaway, Rule 93 will govern and Rule 99 must be complied with against first-class trains. Speed on siding must not be in excess of 25 M.P.H. for passenger trains and 18 M.P.H. for freight trains.

Granite Rock Co. will do the switching within switches at Logan; Southern Pacific Co. trains will protect.

Pacific Coast Aggregates Co. will do the switching at Lapis; Southern Pacific Co. trains will protect.

Permanente Corporation will do all switching at Permanente, east of east derail; Southern Pacific Trains will protect.

Upon encountering automatic signals 466 and 470, located on eastward main track, and automatic signals 473 and 467, located on westward main track east and west of station, San Jose, in stop position, trains or engines will not pass signals until hand signals are received from herder on duty except during hours 1.50 p.m.-2.30 p.m. and 10.30 p.m.-5.30 a.m. account no herders on duty, during above period Rule 509 will govern.

First-class trains will move with caution between signal bridge 466 west of San Jose passenger station and automatic signal 473 on westward main track east of San Jose passenger station. Trains or engines standing on either main track between signal bridge 466 and signal 473 need not protect against first-class trains, but will comply with Rule 99 (a).

MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK YARD

When making movements from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined up and until movement is clear of main track. All members of the crew will accompany yard engine to stock corrals.

OUTBOUND: When ready to make the movement, flagman will immediately proceed to telephone located at East portal Tunnel 3 and communicate with other member of crew at telephone at 14th Avenue, indicating that proper protection has been provided on Westward main track. In the meantime foreman will obtain by telephone a line-up of trains and other movements from signal operator at Bayshore. When conditions are such that crossover can be made the switches will be lined as follows: First derail, then crossover switch in eastward main track, then crossover switch in westward main track and last switch from main track to stock track. After crossover movement has been made, line switches in normal position, closing crossover switch to eastward main track last. After which flagman may be recalled.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38, located 500 feet east of east portal of Tunnel No. 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

When these tracks are operated by Santa Fe, Southern Pacific crews must make movements to stock yards under flag protection.

RULE 103 (A). Between Seventh St. and 17th and Harrison Sts., San Francisco, trains or yard engines via Ocean View must protect street crossings when no flagman is on duty. East of 17th and Harrison Sts., unprotected crossings must be protected by member of crew at all times.

Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching, stop should be made before fouling crossing.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

No train, motor, engine or car must enter crossing over Bayshore Highway on Chestnut Street, Redwood Harbor spur, at speed greater than 10 miles per hour and must clear crossing as quickly as practicable.

First Street crossing, Watsonville, is protected by crossing flagman only from September 1st to December 15th each year. At other times all switching movements must be protected by member of the crew acting as flagman on the crossing.

Cars spotted in this vicinity will be left as far as practicable from the street crossing, in order that an open view may obtain.

Movements over County road crossing on spur and siding at Chualar and over H Street crossing Lompoc, must be protected by a flagman.

Speed on Del Monte Ice Co.'s spur, Castroville, must not be in excess of ten miles per hour over county road unless protected by flagman.

RULE 104. Normal position of junction switch San Pedro Street, San Jose yard, is for freight lead.

Normal position of junction switch at Vasona Junction is for Los Gatos—Campbell line.

Normal position of junction switch, Davenport Branch, at Santa Cruz is for Santa Cruz branch line.

Normal position of inside crossover switch at Olympia will be for storage track.

Normal position of switch 150 feet west of overhead bridge east end of Santa Cruz yard is for Track No. 2 where westward trains will enter yard.

Normal position of Junction switch at Permanente will be for track No. 1.

RULE 105. Following tracks are designated for use as sidings:

Casmalia—Siding opposite station building.
West siding Casmalia between M.P. 286 and M.P. 287.
Los Gatos—Siding opposite station building.
West siding between M.P. 53.9 and M.P. 54.2.
Felton—Siding opposite station East siding Felton, between M.P. 72.58 and M.P. 72.96.

RULE 107. When passenger trains are standing at Santa Margarita station, trains and engines must not move between station and trains unless the movement be properly safeguarded.

RULE D-152. Crossovers are located between San Francisco and San Jose as follows:

San Francisco located 100 feet west of west portal Tunnel No. 3, 1740 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Millbrae, Broadway, Burlingame, Howest, San Mateo, Hayward Park, Beresford, Belmont, San Carlos, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

Tanforan Wye—Crossover is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3 and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track, line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill track, line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track, adjacent to westward main track, to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal position in most convenient manner.

RULE 206 (A). It will not be necessary for Nos. 250 and 74 to obtain clearance at Santa Clara.

RULE 221. All trains, except westward Coast Division freight trains, must obtain clearance before leaving San Jose.

Westward Coast Division freight trains must obtain clearance before leaving Santa Clara Tower.

Western Division trains originating San Jose Yard must obtain clearance at Santa Clara Tower.

Trains must obtain clearance before leaving Santa Cruz, Pacific Grove and Lompoc when operator on duty. This does not supersede Rule 83 (D).

Light will not be displayed in train-order signals at Felton or Los Gatos except when train orders are to be delivered.

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards or other buildings.

Cars must not be left on storage track between Spreckels Junction and Spreckels, within 100 feet of Hunter Lane crossing, M.P. 121.8 and Harkins Road crossing, M.P. 122.2.

RULE 848. Applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 869. In addition to brakemen on freight trains being on top of their trains when descending steep grades, they must ride on top of trains through yards as follows:

Between Bayshore and Tunnel No. 5.

Western Division trains through interlocking plant at Redwood Junction.

San Jose, between the west limits Santa Clara interlocking plant and 4th Street, San Jose and between San Jose Yard and Western Pacific R. R. crossing.

Watsonville Junction, San Luis Obispo and Santa Barbara, entering and leaving yard.

Santa Barbara, trainmen must remain with their portion of train until it comes to rest on designated track in yard.

At points other than those designated when in judgment of conductor it is considered necessary.

TRAIN INSPECTION

When conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains may make a run of 55 miles and may run in either direction between Surf and Santa Barbara, San Luis Obispo and Concepcion, Santa Margarita and King City and King City and Watsonville Junction without stopping for inspection, except that trains Nos. 373 and 374 will not be required to stop for inspection.

Eastward freight trains will stop at Serrano for inspection.

AIR BRAKE RULES

RULE 24. Freight Trains

Rear end air test must be made by eastward freight trains at Santa Margarita.

Rear end test will be made by Nos. 373 and 374 as per Rule 24 and other rules pertaining to freight trains.

Applies to yard drags between points where air brakes are used, except in San Francisco Terminal will only be required on yard drags for movements over main tracks between San Francisco and San Bruno and between San Bruno and 16th Street.

Rear end test will be made at Permanente immediately prior to leaving interchange tracks.

RULE 33.

All available retainers will be used and tonnage of any freight train between Permanente interchange tracks and Simla is restricted to 100 Ms per operative brake when handled on descending grade by AC, AM, 2-10-2 or Mk type engines and 90 Ms per operative brake when handled by other type engines.

Westward trains must not be moved out of interchange tracks in excess of this tonnage per operative brake.

Retainers will be used between San Luis Obispo and Santa Margarita; eastward from summit to west switch Hathaway, and westward from summit to Santa Margarita.

Eastward freight trains will reduce speed to ten miles per hour from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers, except when train consists of over 45 cars retainers on 15 head cars will be left in retaining position into San Luis Obispo.

Retainers will be used between Los Gatos and Santa Cruz. Eastward from Glenwood to M.P. 72 and from Rincon to M.P. 78. Westward from Wright to M.P. 55.

The tonnage of freight trains between San Luis Obispo and Santa Margarita and between Glenwood and Santa Cruz must not exceed 120 M's per operative brake.

One retaining valve must be used for every 120 M's in train, and when helper engines remain cut into train, three additional retainers to be used for each helper engine.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down. Trains will reduce speed to 20 M.P.H. approaching West Santa Barbara to enable trainmen to turn up retainers.

RULE 39. Passenger Trains

To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

When making running test at points where rails may be made slippery from oil and water on rails at water or oil columns, or from engines standing on trains, test must not be made until rear of train has passed such point.

Passenger trains must make running test immediately after passing summit in Tunnel No. 6 between Cuesta and Thyle, and at Glenwood immediately after passing station.

Eastward trains leaving San Jose will not make running test until rear of train has passed over diverging route switch. This to avoid possibility of stop being made with train partially through oil buffer switch from the freight lead.

RULE 46.

Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.

When eastward trains have more than four head-end cars on which retainers are not accessible while running, stop will be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Serrano to turn up the retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made, leaving Santa Margarita before reaching summit of grade, where inaccessible retainers must be turned up.

When streamlined trains are controlled on descending grades with electro-pneumatic brake, retaining valves will not be used.

Retainers will be used between Los Gatos and Santa Cruz. Eastward from Glenwood to M.P. 72 and from Rincon to M.P. 78 and westward from Wright to M.P. 55.

When train consists of over five cars: 6 cars, three retainers; 8 cars, four retainers; 10 cars, five retainers; 12 cars, seven retainers. To be turned up from head end of train.

AUTOMATIC BLOCK SYSTEM

RULE 509. Main tracks within automatic block system limits not protected by signals—

San Jose—From automatic signal No. 467 at Third St. to signal located 50 feet west of oil buffer spring switch at junction with roundhouse lead or wye.

Santa Cruz—From station building to signal No. 791.

A train or engine when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in Stop position.

RULE 509 (e). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

The following block signals equipped with triangular number plate displaying letter P have included in their control limits some special protective device. When these signals indicate STOP careful inspection must be made of track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Signal No.	Special Protective Device	Track or Structure Location
P- 275	Spring switch	End double track, Redwood Jct.
P- 514	Spring switch	Lick
P- 634	Spring switch	Coyote
P- 635	Spring switch	Coyote
P- 804	Spring switch	Gilroy
P- 805	Spring switch	Gilroy
P- 866	Spring switch	Sargent
P- 867	Spring switch	Sargent
P- 924	Earthquake detector Slide detector fence	Pajaro River Bridge (Chittenden) Logan
P- 930	Spring switch	Logan
P- 931	Slide detector fence Spring switch Earthquake detector	Logan Logan Pajaro River Bridge (Chittenden)
P-1008	Spring switch	Watsonville Junction
P-1009	Spring switch	Watsonville Junction
P-1523	Spring switch	East end Metz
P-2390	Fire Detector	Tunnel No. 6
P-2401	Fire Detector	Tunnel No. 6
P-2422	Spring switch	West end Serrano
P-2421	Spring switch	West end Serrano
P-2423	Spring switch	West end Serrano
P-2436	Spring switch	East end Serrano
P-2438	Spring switch	East end Serrano
P-2439	Spring switch	East end Serrano
P-2466	Rock slide detector fence	East end Chorro
P-2481	Rock slide detector fence	Goldtree
P-2500	Spring switch	Hathaway
P-2511	Spring switch	Hathaway
P-2518	Spring switch	San Luis Obispo
P-2519	Spring switch	San Luis Obispo
P-2604	Flood detector	Second Villa Creek Bridge (Tiber)
P-2623	Flood detector	Second Villa Creek Bridge (Tiber)
P-3424	Spring switch	West end Lento
P-3686	Spring switch	West Santa Barbara

Rules 509, 512 and 512-A:

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

Bay Meadows	Signal 199
Mayfield	Signal 319
East of Mountain View, Air Base	Signal 367
West end Coyote	Signal 621
East end Coyote	Signal 628
West end Gilroy	Signal 811
East end Gilroy	Signal 822
Carnadero	Signal 831
Watsonville Junction	Signal 991

Signals will indicate "Proceed" when derails and main track switches are set for movements to the main track and block is clear.

Where switch indicators are provided and indicate "block occupied", or where switch indicators are not provided, wait three minutes after setting derail before opening main track switch, unless it can be seen that no train is approaching or has passed the home signal governing such approaching train, or that the approaching train has stopped clear of the route to be used.

Redwood City—Hayes derail on west end off drill track at Jefferson Street has in conjunction therewith an illuminated sign installed on pole 100 feet east of derail, reading, "DERAIL 100 FEET" in lieu of a red light and target account of stand having to be located between drill track and westward main track. This sign will be approach lighted for movements on drill track only.

Mayfield—Junction switch No. 2 and eastward main track switch No. 3 are equipped with electric switch locks.

Instructions pertaining to operation of switches and locks are posted inside of switch boxes located adjacent to switches referred to.

After switches have been lined for crossover and signal 319 indicates stop, crossover movement must be made under flag protection.

Locks No. 2 and No. 3 affected by approaching trains on eastward main track within limits of approach circuit, marker for which is located by overlap board 2000 feet west of signal 312.

Lock No. 3 is also affected by approaching trains on westward main track within limits of approach circuit, marker for which is located by overlap board 2000 feet east of signal 325.

Trains and engines should avoid passing overlap marker post when first-class trains, which normally should move in advance in order to maintain schedule, are due at Mayfield off the Los Altos Branch.

San Jose—When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop indication, train must be stopped clear of San Pedro Street until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings.

Do not pass automatic signal 465 in stop position without proceed signal from herder at The Alameda.

Eastward automatic signal 464 on signal bridge 466 will govern entrance to station tracks Nos. 1, 2 and 3 from the westward main track. Eastward trains and engines moving against the current of traffic on westward main track must not pass signal 464 in stop position without proceed signal from herder at The Alameda.

Eastward automatic signal No. 466 on signal bridge 466, west of The Alameda Subway, San Jose, has route signal which will govern entrance into station tracks Nos. 1, 2 and 3 from eastward main track.

Eastward trains and engines moving on eastward main track will not pass signal No. 466 in the stop position without a proceed signal from herder at The Alameda.

End of block signal protection at station tracks Nos. 1, 2 and 3 is at clear point on west end of these tracks and movement east of clear point must be made with caution.

Starting indicators for westward trains at San Jose Station on tracks Nos. 1, 2 and 3 are controlled by herder at The Alameda and will indicate as follows:

Red—Do not pass indicators.

Yellow—Proceed with caution to automatic signal 465 at clearance point of westward main track No. 4.

Carnadero—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction switch.

The normal position of signal 516 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Los Altos-Los Gatos line. The normal position of signal 532 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Watsonville Junction—Following will govern the handling of freight train entering Watsonville Junction yard:

West End: If route signal 990 is in proceed position freight train may proceed to the first yard track switch leading to track 101 but will not pass this switch without signal from yard forces. If route signal 990 is in stop position train should remain at the signal until given a proceed signal by yard forces.

East End: Eastward trains leaving end of double track Watsonville Junction from westward main track will be governed by indications displayed by eastward automatic signal P-1008. If route signal 1001 is in stop position, after stopping for signal, train may proceed on westward track to Horrigan crossing at yard office, but will not pass this point nor make crossover movement until a proceed signal is received from yard forces. If route signal 1001 is in proceed position freight train may proceed on westward main track to Horrigan crossing at yard office but will not move beyond that point nor through crossovers until a proceed signal is received from yard forces.

Serrano—Trains using siding to allow train on main track to pass, must not enter approach circuit, which will be indicated by sign 500 feet from dwarf light signal at either end of siding.

If two trains in the same direction encounter main track signal No. 2421 and dwarf light signal No. 2423 at west end of siding, or main track signal No. 2438 and dwarf light signal No. 2436 at east end of siding at "Stop", it will be necessary for member of crew to use push button, which is located in time release box at dwarf light signal No. 2423 at west end of siding and in time release box at main track signal No. 2438 at east end of siding, as follows:

For westward trains, if it is desired that train on main track is to proceed first, use push button No. 2421 and hold same until pilot light, which is adjacent to button, is illuminated. Same procedure is followed if train on siding is to proceed first, using push button No. 2423.

At east end of siding for eastward trains, same procedure is followed using push button No. 2438, which is located in time release box at high signal 2438 for main track trains, and push button No. 2436 for siding trains.

After button has been operated, time element will allow signal to indicate proceed after interval of two minutes, provided no train is in block.

If necessary for train on siding to pass approach circuit, member of crew should immediately press button No. 2421 at west end of siding for westward main track trains, or button No. 2438 at east end of siding for eastward main track trains, in order to avoid delays.

If signals involved do not indicate proceed, Rule 509 will govern.

OIL BUFFER SPRING SWITCHES

When block signal in advance of facing point switch indicates "Stop", careful examination of the switch must be made.

If switch is equipped with a facing point lock, hand throw the switch from normal to reverse and back to normal before passing over it. When movement has been completed through switch, reverse movement must not be made until point closes.

When making trailing point movement and train is stopped on switch a reverse movement must not be made, nor slack taken, until switch has been thrown by hand.

Running switches are prohibited, sand, blow off cocks and injector must not be used nor booster started while passing over switches and flange oilers.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches. This does not authorize exceeding other speed restrictions.

Redwood Junction (Dumbarton line)	Trailing eastward 25 MPH. Facing westward 35 MPH.	
San Jose (Freight lead)	Main line —trailing eastward 35 MPH. Freight lead—trailing eastward 25 MPH. Freight lead—facing westward 25 MPH.	
San Jose (Milpitas "Y" switch)	Facing eastward 15 MPH. Trailing westward 15 MPH.	
Lick (Facing point lock)	Trailing westward 35 MPH.	
Coyote (Facing point lock)	Trailing eastward 25 MPH.	
Gilroy (Facing point lock)	Trailing westward 25 MPH.	
Sargent (Facing point lock)	Trailing eastward 25 MPH.	
Logan (Facing point lock)	Trailing westward 30 MPH. Facing eastward 25 MPH.	
Watsonville Junction (Facing point lock)	Trailing eastward 25 MPH.	
Metz (Facing point lock)	Trailing eastward 10 MPH.	
Serrano—West End (Facing point lock)	Trailing westward from siding	Passenger 25 MPH. Freight 18 MPH.
Serrano—East End (Facing point lock)	Trailing eastward from siding	Passenger 25 MPH. Freight 18 MPH.
Hathaway (Facing point lock)	Trailing westward from siding	Passenger 25 MPH. Freight 18 MPH.
San Luis Obispo (Facing point lock)	Trailing westward 15 MPH. Facing eastward 15 MPH.	
Hadley Tower	Trailing eastward 25 MPH. Facing westward 35 MPH.	
Lento (Facing point lock)	Trailing westward 10 MPH.	
West Santa Barbara	Trailing westward 35 MPH. Facing eastward 35 MPH.	

Oil buffer spring switch Lick equipped with facing point lock. When interlocking signal governing westward movement indicates stop and permission obtained from signal operator to pass signal, switch must be thrown by hand before and after movement has been made.

Oil buffer spring switches at Coyote, Gilroy, Sargent, Logan, Watsonville Junction and east and west end of Serrano are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations, is in the stop position or indicates stop, switch must be thrown by hand before and after movement has been made.

At San Luis Obispo trains and engines may pass signal 2518 with caution when in stop position, on proceed signal from yardman or trainman in attendance at switch, who must know that points are in proper position before giving signal.

Oil buffer spring switch at San Luis Obispo, equipped with facing point lock. When interlocking signal governing westward movement indicates stop and permission obtained from signal operator to pass signal, switch must be thrown by hand before and after movement has been made.

Oil buffer spring switch derails at Permanente located in spur 200 feet west of interchange yard and in west end of No. 1 interchange track.

These switches normally set to derail descending grade movements.

Eastward and ascending grade movements may use these switches without hand operating same.

Westward and descending grade movements must hand operate these switches before using.

RULE 516. Overlap posts are located at:

Chittenden	Affecting eastward trains
Spreckels Junction	Affecting westward trains
Cushing	Affecting eastward trains
Grover	Affecting westward trains
Casmalia (west siding)	Affecting eastward and westward trains

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

When train or engine has been given interlocking signal and does not desire to use the route sound whistle signal two short, one long, two short, for information of signal operator.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of siren on tower requires that trains and engines within limits of plant must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signal operator when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23rd Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short, one long

For Roundhouse, three short, one long, one short.

For Track No. 2, one short, one long, three short.

For Track No. 3, one short, one long, two short.

For track adjacent and parallel to eastward main track..... } two short, two long, two short.

To facilitate movement, engines and drags when ready to leave San Francisco or Bayshore, will use following whistle signals for route desired at Bayshore:

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station.......... } one short, two long, one short.

Signal operator Potrero Tower will notify signal operator Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station.... } one short, two long, one short.

For car repair yard, two short, two long, two short.

For drill Track No. 1, three short, one long, one short.

For drill Track No. 2, one short, one long, three short.

For lead No. 3, two long, one short, two long.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long, one short, one long.

For Track No. 2, one short, one long, three short.

For Track No. 3, one short, one long, two short.

Signal operator Bayshore Tower will notify signal operator Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

Movement from Garbage Spur to westward main track must be made under flag protection, as switch is not connected with Interlocking plant.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long.

For Tunnel No. 5 Spur, three short, one long, one short.

For outbound track, one short, one long, two short.

NINTH and DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.

For Upper Stone yard, two short, two long, two short.

For Lower Stone yard, one short, one long, two short.

Portland Cement Co.'s track, one short, two long, one short.

For Dunham, Carrigan and Hayden Spur..... } one long, one short, one long, one short.

For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.

To Western Division westward, one long, one short, one long, one short.

Movement against current of traffic, one short, one long, three short.

For siding, two short, two long, two short.

For drill track westward, two short, one long, one short.

For Harbor Spur, one short, one long, two short.

For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark Line to signal 1650 feet west of tower.

One sound of siren in tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:

For Newark Line, two short, two long, two short.

For Yard, one long, one short, one long.

Yard to roundhouse, one long, one short, one long, one short.

Yard to San Jose station, three short, one long, one short.

Yard to Santa Clara drill track, one short, two long, one short.

Yard to drill track, two short, one long, one short.

Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 455 to 466 inclusive on eastward and westward main tracks; from signal bridge 466 to signal located just west of oil buffer spring switch at junction of Milpitas line and roundhouse lead; and from dwarf light signal located 800 feet east of Newhall Street to signal bridge 464 on freight lead.

Track between new passenger station and College Park facing San Francisco will be designated as follows:

Track on extreme left	Freight Lead.
Track next adjacent	Eastward Main Track.
Track next adjacent	Westward Main Track.

Trains may operate in either direction on any of these tracks on proper signal indication. Speed against current of traffic on eastward and westward main tracks and both directions on freight lead restricted to 30 M.P.H.

Derails on tracks Nos. 404, 411, 412, 416 and 515 within these limits are equipped with electric locks under control of signal operator at College Park Tower. Permission of signal operator must be obtained to unlock derails. Release of lock will be authority to proceed. When entering main track, derail must be thrown first, then main track switch. Restore derail and electric lock to normal position when not in use. Instructions on operation of electric lock are posted inside door of lock box.

Switches on spur tracks Nos. 405, 406 and 409 leading off freight lead are manually operated. Engines must not foul freight lead without permission from signal operator.

The main track switch and derail leading to roundhouse opposite roundhouse office and all crossover switches are power operated. Interlocking signals govern the movement only to the derailer and not to the fouling point of track 51. The switch at west end of wye is an oil buffer spring switch, normally lined for Milpitas line main track.

Trains stopped by signals call signal operator on the telephone. If authority obtained to move against "Stop" indication, a careful examination of switches must be made before passing over them. French type telephones will be located in boxes on signal bridges or in close proximity of interlocking signals or locked derails, and direct communication may be had with signal operator at College Park. Button on ear phone should be pressed while in use.

Whistle signals governing routes as follows:

For westward movement to train yard via drill track............ } one short, two long, one short.

For track 51 to train yard, two short, two long, two short.

For San Jose freight yard, one long, two short, one long.

For Freight Lead, one long, one short, one long, one short.

For Santa Clara, drill track, three short, one long, one short, one long.

For roundhouse, one short, two long, two short.

For Milpitas Line, two short, one long, two short.

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movements from roundhouse to main track.

Following code of signals for routes to be used:

Roundhouse to Passenger Station; one pull of cord.

Roundhouse to College Park; two pulls of cord.

For movements in roundhouse yard when necessary to foul westward main track.. } three pulls of cord.

SAN JOSE-SANTA CRUZ LINE—(Western Pacific R. R. Crossing

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

When signals indicate stop, Rule 663 (c) will govern.

Interlocking derail switches on drill tracks are hand operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663.

Speed on main track must not exceed 30 M. P. H. through limits of plant.

WILLOW GLEN (San Jose Yard)—(Western Pacific R. R. Crossing)

Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate stop, Rule 663 (c) will govern.

SAN LUIS OBISPO (WYE) (Pacific Coast Ry. Crossing)

Wye track crossings with Pacific Coast Ry. are protected by electrically locked derails located in the Southern Pacific tracks 50 feet from the crossings, and by signals on Pacific Coast Ry. track. Employes turning engines on this wye will be governed as follows when making movements over these crossings:

If switch indicators indicate "Block clear" and no Pacific Coast Ry. trains are seen approaching, derails, which are pipe connected and operated from a single switch stand, may be lined for movement over crossing. After movement is made, derails must be returned to derailing position.

If a Pacific Coast Ry. train or engine is approaching or occupying the circuits either side of or between the two crossings the indicators will indicate "Block occupied" and the derails will be electrically locked. Should it be necessary to move over crossing while Pacific Coast Ry. trains or engines are standing on approach circuits, outside home signal limits, movement over crossing may be made by operating time release located at crossing. Operation of this release will place signals on Pacific Coast Ry. at "STOP" and after three (3) minutes, lock will be released.

Electric lock cannot be released while Pacific Coast Ry. trains or engines are occupying track between the two home signals.

Instructions for handling electric lock and time release are posted at each crossing.

HADLEY TOWER

Limits extend from signal 2591SA east of Tower to interlocking signal located 1050 feet west of Tower.

Signal 2591SA governs movements west on westward main track. Interlocking signal located 1050 feet west of Tower governs movements from eastward main track to single track.

Dwarf light signal, located west of Tower will remain in its most restrictive position and movements against the current of traffic will be made under flag protection.

Signal operators not on duty except between the hours of 7:00 a.m. and 11:30 a.m. and 12:30 p.m. and 4:00 p.m. daily except Sunday.

When no signal operator on duty, signals, switches and derails will be in position for Southern Pacific main track movements and against Pacific Coast Railway movements. When signals indicate stop, Rule 663 (c) will govern.

CENTRALIZED TRAFFIC CONTROL SYSTEM

(Authorized Abbreviation C. T. C. S.)

Movements within C. T. C. S. limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic.

Interlocking rules will govern and supersede time-table and train-order superiority.

Within C. T. C. S. limits Rule 509 will govern when automatic block signals are encountered in stop position.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must be notified immediately.

When an interlocking signal indicates stop signal operator must be consulted by phone as quickly as possible after stopping. When authorized to proceed against the stop indication, careful examination of switch must be made after which train may proceed as per Rule 663.

Trains authorized to proceed in C.T.C.S. territory must not make movement in reverse direction without the proper interlocking signal or permission from signal operator.

C.T.C.S. limits between San Jose and Lick as follows:

At Lick—Westward from light signal 700 feet east of end of double track. Eastward to light signal at clearance point of double track.

On Lick Branch, to dwarf signal at clearance point of main track.

At San Jose—From and to dwarf signals on eastward and westward main tracks located 1,500 feet west of end of double track east of passenger yard, and on freight lead between signal bridge 464 and junction with eastward main track at a point 1,250 feet west of end of double track.

From Santa Cruz Branch, movements governed by westward C.T.C.S. Signals 11-W located 30 feet east of crossover between freight lead and Santa Cruz Branch. Upper signal governs to westward main track and station tracks. Lower signal governs to freight lead. When both signals indicate red "Stop" and it is desired to use connecting link to spur track No. 829, California Packing Corporation, after stopping and crossover switches are lined normal, and the track is seen to be clear to westward automatic signal No. 474.5 located at clear point 250 feet west of signal 11-W, proceed without authority from signal operator at San Jose station.

A westward dwarf C.T.C.S. signal located opposite automatic signal No. 471 at Park Avenue subway. This signal will display three indications, red, yellow or green. Signal will be normally dark until lineup is made. Westward movements from Santa Cruz line to freight lead must first be authorized by signal operator. Crossover switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, crossover switches lined, and if C.T.C.S. signal indicates "Proceed", movement may be made.

To Santa Cruz Branch from eastward main track governed by lower signal of two-indication signal located east of station and from freight lead governed by lower signal of two indication signal located 400 feet west of junction switch.

Eastward automatic dwarf signal No. 474.5 on seven-foot mast will display RED or GREEN indication.

RED—Stop. To enter block comply with Rule 509.

GREEN—Proceed to next signal 474.

Switch at end of double track, east end passenger yard San Jose is power operated over which speed is restricted to 35 M.P.H. in either direction.

Movements from Valbrick (San Jose Yard) connection to main track must first be authorized by signal operator. Derail and main track switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, switch lined, and if signal 495 indicates "proceed", movement may be made.

Telephones and instructions located in small box signal on bridges or closely adjacent to signals involved.

C.T.C.S. limits between Hathaway and San Luis Obispo as follows:

At San Luis Obispo—Westward from interlocking signal located 280 feet east of west switch on westward main track and interlocking dwarf light signal located 280 feet east of west switch on eastward main track.

At Hathaway—Eastward from interlocking signal located 280 feet west of east switch on main track and interlocking dwarf light signal located 280 feet west of east switch on siding.

Signal 2511 SA, located 65 feet east of east switch Hathaway, top arm governs movement westward on main track and lower arm governs movement westward on siding.

Switch at east end of siding Hathaway is power operated. If signals are at stop, communicate with signal operator by phone located in booth adjacent to switch. If instructed to operate switch by hand, follow instructions located in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to former position, or remain at switch and return it to former position, unless otherwise instructed by signal operator.

Telephones are located at west switch San Luis Obispo. At spur 200 feet west of distant signal 2516 and booth adjacent to east siding switch Hathaway.

TAKE-SIDING INDICATORS

RULES 705, 706, 707, 708 and 709.

Coyote—Take-Siding indicators located on signal 637 east of Coyote. When letter "M" is displayed it will authorize westward trains to continue on main track to end of double track at Lick, irrespective of superiority. When letter "S" is displayed trains will take siding on center siding Coyote. Indicator located on signal 621 at west end of center siding, when letter "M" is displayed, it will authorize trains to enter and continue on westward main track to end of double track at Lick, irrespective of superiority.

King City—Take-Siding indicators located on distant signals 1622 and 1645, west and east of King City. When letter "M" is displayed in indicator on signal 1622 it will authorize eastward trains to continue on main track to train-order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at west switch of siding. When letter "M" is displayed on signal 1645 it will authorize westward trains to continue on main track to train-order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at east switch of siding.

MISCELLANEOUS

1. Engines with tenders less than 9,000 gallon capacity must have full tank of water San Luis Obispo westward and Santa Margarita eastward.

Eastward passenger trains via Los Gatos with 6 cars or less take full tank of water at Los Gatos. Trains with more than 6 cars take full tank of water at Mayfield.

Eastward freight trains take full tank of water at Los Gatos.

4. Pushing trains out of yards.

(a) No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.

(b) Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

4 (a). In helper service.

(a) No helper engine will be placed behind wooden underframe cars.

(b) Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) Helper engines will not be placed behind caboose of eastward freight trains from Santa Margarita.

(e) Helper engines must not be placed on rear of 5000 class engines in the direction of caboose when latter engines are being operated backwards.

7. Capacity of sidings between clearance points is based on an average car length of 47 feet not including engines and caboose.

10. Freight trains or engines with freight cars are not permitted to operate over tracks 2, 3, 4 or 5 San Jose passenger yard.

Engines equipped with pilot plows are prohibited from moving over tracks adjacent to station platforms at San Jose and San Francisco.

GS type engines entering stub-end tracks in passenger station San Francisco must stop fifty feet from bulkhead or bumping post.

No cars or engines are to be left on Serrano siding at any time except trains for the purpose of meeting or being passed by other trains.

Following engines cannot run on branches under which listed:

SAN FRANCISCO—SAN BRUNO BRANCH

E, A, P, Mk, F, AC, AM, Mt, GS, SP. Locomotives must not be operated from west end Dolores Street bridge M.P. 3.00 to east end of 30th Street bridge, M.P. 3.4.

LOS ALTOS, COLLEGE PARK (TO LOS GATOS) AND MONTEREY BRANCHES

E, A, P, Mk, F, AC, AM, Mt, GS, SP. In cases of emergency passenger engines P and Mt Type may be run Mayfield to San Jose via Vasona Jct., speed, however, to be restricted to 15 M.P.H.

F-1 and Mk types may be used on Los Altos Branch and between San Jose and Los Gatos, speed however, to be restricted to 15 M.P.H.

P-1, P-3 and P-5 types may be used on Monterey Branch when weight on drivers does not exceed 141,000 lbs. but must not exceed 15 M.P.H. where slow boards restrict to 25-18.

TRES PINOS, LOMPOC AND WHITE HILLS BRANCHES

A, P, Mk, F, AC, AM, Mt, GS, SP. Except between Lompoc and Baroda, Mk and F Type may be used.

LICK BRANCH

E, P, A, Mk, F, AC, AM, Mt, GS, SP.

LOS GATOS—SANTA CRUZ LINE

E, A, P, Mk, F, AC, AM, Mt, GS, SP. P-1 and P-3 may be used between Vasona Junction and Los Gatos but must have full tank of water leaving Los Gatos.

WATSONVILLE JCT.—SANTA CRUZ AND DAVENPORT BRANCHES

E, A, T-40 (2371), Mk, F, AC, AM, Mt, GS, SP, P.

SPRECKELS BRANCH

AC, AM, Mt, GS, SP.

On account of light rail and sharp curvature, 3200 class and larger engines must not be operated over following tracks:

Aqua, spur.
Millbrae, dairy and pottery spurs.
Broadway, oil spur.
Burlingame, Cahalan spur.
Howest, San Mateo Feed & Fuel and H. E. Casey spurs.
San Mateo, Wisnom spur, P. G. & E. spur, Pullman spur.
Hayward Park, salt spur.
Romac, spur.
San Carlos, industry spurs on bay side of main track, house track west of freight shed.
Redwood City, corral track, team track, Pratt-Low, Cullen spurs; Redwood Harbor track and spurs; all spurs off Dumbarton line.
Menlo Park, Peninsular Bldg. Matl. Co. spur and wood spur, house track west of freight shed.
Palo Alto, all spurs leading off drill track.
Mountain View, Minton, Shell Oil and beet spurs.
Sunnyvale, Libby spur; all spurs off both drill tracks, except Schuckl and Berry Growers spurs.
Santa Clara, all industry spurs.
San Jose, all industry spurs.
Lick, corral track.
Coyote, Pacific Coast Aggregates spur Bayside, Gravel spur.
Madrone, spur.
Morganhill, Standard Oil and dried fruit spur.
Lonoke, spur.
Gilroy, track 111 cannot be used between switch leading to track 115 and 9th Street.
Castroville, all industry and spur tracks.
Salinas, leads 4, 35, 55, 57, 200, 210, 250; lead 133 cannot be used east of girder rail crossing; all industry spurs.
Spreckels Jct., east leg of wye. May be used by engines not larger than 2-10-2 type. Speed restricted to five (5) miles per hour.
Gonzales, Gibson spur.
Camphora, beet spur.
King City, lumber yard spur.

San Lucas, house track.
Nacimiento, short spur.
San Miguel, house track.
Thyle, spur.
East end tunnel No. 9, spur.
Hathaway, Shell Oil, Standard Oil and Richfield Oil spurs.
San Luis Obispo, vegetable spur, west end of team track.
West Casmalia, wye tracks.
Surf, oil spur; short leg of wye.
Honda Notches, work track can be used to clearance point only.
Goleta, Walnut spur.

20. Handling of head end cars on rear of passenger trains is not permitted unless so constructed that trainmen can pass through in an emergency, except that between San Francisco and San Jose such cars may be handled on rear provided retaining valve be on head end of car to enable compliance with air brake Rule 39 when making running air test.

Handling of freight cars in trains behind passenger cars is prohibited. This does not refer to a baggage, express, or mail car, or a caboose.

21. Western Division westward main track between Middlefield Road Crossing and home interlocking signal, located just east of Redwood Junction Tower, will accommodate a train of approximately 39 cars, exclusive of set-out, without interference with movements within the interlocking limits.

Western Division westward trains consisting of over 39 cars with no set-out should pass Middlefield Road Crossing only when distant signal D-269 is found to be in proceed position.

When train known as "MM" (Monterey Merchandise), operating between Watsonville Jct., Salinas, Pacific Grove and Santa Cruz, is entirely made up of steel wheel box cars and caboose, passenger train speed may be made, observing other restrictions as to type of engine.

When train known as "CCM" (Central California Merchandise) operating between San Francisco and Oakland, is entirely made up of steel wheel box cars and caboose, speed of fifty (50) M.P.H. may be maintained between east portal Tunnel No. 1 and Redwood Junction, subject to other restrictions. This speed must not be exceeded and trainmen will keep a close watch on equipment enroute.

Two GS type (4400) engines should not be coupled together eastward between Cuesta and San Luis Obispo.

4100 and 4200 class (AC-6, AC-7 and AC-8) engines must not be operated on or across Pajaro River bridge 92.37 near Chittenden.

Light engines, not more than two engines will be coupled at any point on the Division.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Trains and engines must not exceed speed of 20 M. P. H. from Division point on Milpitas line to 1st Street and 15 M. P. H. from 1st Street to junction of westward main track at San Jose.

When tenders of engines have water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour. Tenders having water capacity in excess of 7,000 gallons and including classes 70-R-1 and 70-SC-1, same as engine speeds.

Disabled engines (except Switch engines Type S and SE) hauled in trains or running under own steam:

	M. P. H.
With all rods on, hauled in trains	30
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When all weight removed from any one pair drivers	20
When all weight removed from only one wheel any pair drivers	30
When engine truck is removed	20
Class S and SE engines under all conditions	20

On 5000 class engines when inside main rod has been removed account middle cylinder disabled, restrictions should be 30 miles per hour whether running under its own steam or towed in train.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour except as otherwise provided for.
Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for.
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page Nos.	TERRITORY	STREAMLINED	PASSENGER Other Than Streamlined				FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD			
		CARS with GS, MT and P Cross-Counter-balanced Engines	With E, T-26, 32, 37, 40, P, A, MT GS Engines and Motors	With C-15, C-17 TW, Mk 2, 4, 10, AC-1, 2, 3, Engines	With F-1, 3, 4, 5 C-2 to 10 incl., C-18, 19, SP-1, 2, 3 AC-4, 5, 6, AM-2 Engines	With M, T-1, 8, 9, T-23, 28, 31, T-36, 57, 58 Mk-5, 6, 7, 8, 9 Engines	Freight and Mixed Maximum			P, A, Mt-1, 2, 3, 4, 5, GS 1, 2, 3	T-26, 32, 37, 40, F-1, 3, 4, 5, Cross Counter-balanced	C-15, 17, Mk-2, 4, 10, TW, AC-1, 2, 3, AC-4, 5, 6, 7, 8 AM-2 DES	T-1 to 58 incl., C-2 to 10 incl., C-18, 19, Mk-5, 6, 7, 8, 9, F-1, 3, 4, 5, SP-1, 2, 3, M
2,3,4,5,6	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 miles	25	25	25	25	25	25	15	20	25	25	25	25
2,3,4,5,6	East Portal Tunnel No. 1—Bayshore	50	50	40	45	50	35	30	20	45	40	30	35
2,3,4,5,6	Bayshore—M.P. 19.0	60	60	40	45	50	40	30	20	45	40	30	35
2,3,4,5,6	M.P. 19.0—24.6	75	65	40	45	50	40	30	20	45	40	30	35
2,3,4,5,6	M.P. 24.6—32.0	60	60	40	45	50	40	30	20	45	40	30	35
2,3,4,5,6	M.P. 32.0—45.0	75	65	40	45	50	40	30	20	45	40	30	35
2,3,4,5,6	M.P. 45.0—College Park	60	60	40	45	50	40	30	20	45	40	30	35
2,3,4,5,6	College Park—Signal Bridge 464	45	45	40	45	45	35	30	20	30	30	30	30
2,3,4,5,6	Signal Bridge 464—San Jose	30	30	30	30	30	20	30	20	20	20	20	20
8	San Jose—Willow Glen, (M.P. 49)	50	50	40	40	40	35	30	20	45	40	30	35
8	Willow Glen (M.P. 49)—M.P. 86.0	75	65	40	45	50	40	30	20	45	40	30	35
8	M.P. 86.0—End double track Sargent	60	60	40	45	50	40	30	20	45	40	30	35
8	End double track Sargent—M.P. 94.5	50	50	40	45	50	35	30	20	45	40	30	35
8	M.P. 94.5—West Switch Watsonville Jct. Yard	75	65	40	45	50	40	20	20	45	40	30	35
8	West Switch Watsonville Jct. Yard—Yard Office	45	45	40	45	45	30	20	20	30	30	30	30
8, 9	Watsonville Jct. Yard Office—East end double track Eastward	30	30	30	30	30	30	20	20	30	30	30	30
	Westward	45	45	40	45	45	30	20	20	30	30	30	30
9	Watsonville Jct. East end double track—M.P. 109.0	50	50	40	45	50	35	30	20	45	40	30	35
9	M.P. 109.0—112.5	60	60	40	45	50	40	30	20	45	40	30	35
9	M.P. 112.5—147.5	75	65	40	45	50	40	30	20	45	40	30	35
9	M.P. 147.5—155.0	60	60	40	45	50	40	30	20	45	40	30	35
9, 10	M.P. 155.0—188.0	75	65	40	45	50	40	30	20	45	40	30	35
10	M.P. 188.0—236.7	60	60	40	45	50	40	30	20	45	40	30	35
10	M.P. 236.7—Goldtree	30	30	30	30	30	18	15	20	22	22	22	22
10	Goldtree—San Luis Obispo	35	35	35	35	35	18	15	20	22	22	22	22
11	San Luis Obispo—M.P. 259.0	60	60	40	45	50	40	30	20	45	40	30	35
11	M.P. 259.0—262.3	50	50	40	45	50	35	30	20	45	40	30	35
11	M.P. 262.3—283.0	75	65	40	45	50	40	30	20	45	40	30	35
11	M.P. 283.0—291.3	55	55	40	45	50	40	30	20	45	40	30	35
11	M.P. 291.3—295.8	75	65	40	45	50	40	30	20	45	40	30	35
11	M.P. 295.8—300.2	55	55	40	45	50	40	30	20	45	40	30	35
11	M.P. 300.2—309.0	60	60	40	45	50	40	30	20	45	40	30	35
11	M.P. 309.0—312.0	50	50	40	45	50	35	30	20	45	40	30	35
11	M.P. 312.0—318.0	75	65	40	45	50	40	30	20	45	40	30	35
11	M.P. 318.0—323.0	50	50	40	45	50	35	30	20	45	40	30	35
11	M.P. 323.0—368.0	75	65	40	45	50	40	30	20	45	40	30	35
11	M.P. 368.0—Santa Barbara	50	50	40	45	50	35	30	20	45	40	30	35

Following engines have been cross counter-balanced for speed of 75 miles per hour with passenger streamlined cars only:

All GS-1, 2, 3, MT-1, 2, 3, 4, 5.

P-7, 8, 10, 12—2461, 2462, 2463, 2464, 2467, 2469, 2473, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 miles per hour handling passenger trains.

F-1, 3, 4, 5—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5—4101, 4102, 4107, 4111, 4113, 4114, 4115, 4116, 4117, 4119, 4120, 4121, 4123, 4124, 4125.

All AC-7-8.

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD
		Maximum	Freight and Mixed Maximum			Maximum
7	Valencia St.—San Bruno via Tanforan	15	15	12	15	15
7	Mayfield—Vasona Jct.	35	30	20	20	30
7	San Jose—Vasona Jct.	40	30	20	20	30
7	Vasona Jct.—Los Gatos	30	18	15	20	25
7	Los Gatos—M.P. 60	20	15	10	20	20
7	M.P. 60—Santa Cruz	25	18	15	20	25
7	Wright—Glenwood	15	15	10	15	15
7	Davenport—Santa Cruz	20	20	20	20	20
7	Santa Cruz—Watsonville Jct.	30	25	15	20	25
8	Lick—Alamitos	..	10	..	10	..
8	Carnadero—Tres Pinos	30	25	15	20	30
9	Castroville—Monterey	40	30	15	20	30
9	Monterey—Pacific Grove	25	18	15	20	20
9	Pacific Grove—Asilomar	15	15	10	15	15
9	Spreckels Jct.—Spreckels	..	15	10	15	15
11	Surf—Lompoc	20	20	15	20	20
11	Lompoc—White Hills	15	15	10	10	10

SPECIAL INSTRUCTIONS

When roadway machines (ditchers, pile drivers, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

Whenever practicable, locomotive cranes, or cranes of similar type, should be handled in trains with heavy end forward. These instructions do not apply to commercial cranes nor to caterpillar or other types loaded on flat cars, but do apply to all locomotive cranes moving on their own wheels.

SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	M.P.H.
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4	On tangent main tracks	35
	except SPMW 4044	25
5-6	On tangent branch tracks	25
All	On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4	On tangent main tracks	35
5-6	On tangent branch tracks	25
All	On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	San Francisco—San Bruno, yard drags: SW type engines	20
	San Francisco—San Bruno, yard drags: Other type engines	35
	Through interlocking plants with caution.	

For speed restrictions over all buffer spring switches see page 14.

Wooden equipment must not be handled in passenger trains.

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by Trains 98, 99, 96 and 97.

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M.P.H. must not be exceeded.

Speed of any train must not exceed fifteen (15) M.P.H. between any point Simla and Permanente interchange yard.

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

SPEED OF TRAINS THROUGH CITY LIMITS

Pages	LOCATION	M. P. H.
2, 3, 4, 5, 6	Burlingame trains 110, 98, 34, 32, 96 and 36 (over crossings Oak Grove Ave. to Peninsula Ave., incl.)	30
2, 3, 4, 5, 6	Redwood City	45
2, 3, 4, 5, 6	Palo Alto (over University Ave. to Lytton Ave.)	20
2, 3, 4, 5, 6, 7, 8	San Jose, unprotected grade crossings Stockton Ave. and Emery St., 10:00 P.M. to 6:00 A.M.	12
7	Santa Cruz	20
7	Watsonville	20
8	Gilroy	35
8	Hollister	15
9	Salinas: From westerly city limit signs to Main St.	35
	Salinas: From Main St. to Griffin St.	25
11	Santa Barbara (over all grade crossings)	20
7	San Francisco—San Bruno Line between 3rd and Valencia Streets	15

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M. P.	EAST OF	WEST OF	DESCRIPTION
1.3	San Francisco	Bayshore	Mariposa St. Bridge
1.3	"	"	A.T.& S.F.R.R.Crossing
1.5	"	"	Tunnel 1
1.7	"	"	22nd Street Crossing
1.9	"	"	23rd Street Crossing
2.0	"	"	Tunnel 2
3.1	"	"	Oakdale Avenue
3.4	"	"	Tunnel 3
4.2	"	"	Paul Ave.
4.6	"	"	Tunnel 4
7.7	Bayshore	South San Francisco	" 5
29.7	Menlo Park	Palo Alto	San Francisquito Creek Bridge
46.9	San Jose	Passenger Station	Station Umbrella Sheds
155.1	Metz	Coburn	Tunnel 5½
200.6	Bradley	Nacimiento	Salinas River Bridge
222.0	Templeton	Asuncion	Road Crossing
239.6	Cuesta	Thyle	Tunnel 6
240.2	Thyle	Serrano	" 7
240.6	"	"	" 8
240.9	"	"	" 9
241.7	"	"	" 10
245.8	Serrano	Chorro	" 11
251.1	Hathaway	San Luis Obispo	Road Crossing
251.2	"	"	"
251.8	"	"	"
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing
262.7	"	"	Villa Creek, 3rd Crossing
266.4	Oceano	Callender	Arroyo Grande River Bridge
279.5	Guadalupe	Waldorf	Road Crossing
318.3	Sudden	Jalama	Tunnel 12
334.4	Drake	Sacate	" 13
335.0	Sacate	Gaviota	Overhead Bridge

M. P.	EAST OF	WEST OF	DESCRIPTION
SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW			
3.0	Valencia Street	Bernal	Dolores Street Bridge
VASONA JUNCTION—SANTA CRUZ			
61.4	Wright	Laurel	Tunnel 1
63.5	Laurel	Glenwood	" 2
65.9	Clems	Tank Siding	" 3
69.3	Meehan	Olympia	" 4
72.3	Felton	Lime Kiln Spur	San Lorenzo River Bridge
73.1	Felton	Big Trees	Redwood tree (side clearance
73.4	Big Trees	Rincon	San Lorenzo River Bridge
74.1	"	"	Tunnel 5
78.2	Eblis	Park Street	" 6
WATSONVILLE JCT.—SANTA CRUZ			
80.1	Santa Cruz	Seabright	San Lorenzo River Bridge
CASTROVILLE—PACIFIC GROVE			
113.5	Nashua	Neponset	Salinas River Bridge

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
" " —A. R. E. No. 40-154		78,000		
" " — " " 153-224		89,000		
" " — " " 500-506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Assembly (ACI)			168,950	168,950
Club......(ACI)	146,210	122,300	172,200	164,700
Official....(NAC)	170,700	155,370		
" (ACW)—Cars 107-128			182,800	182,800
" (ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
" —72 ft. (ACI)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			120,900	104,500
" — " —Art. (ACS)			205,400	172,600
" —74 ft. (ACI)			180,915	173,125
" —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
" —70 ft. (ACI)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (ACI)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACI)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Noon Daylight—(12-car train) (ACS)			1,344,080	1,147,280
" " —Comb. Baggage & Coach (ACS)			118,940	102,540
" " —Art. Chair (ACS)			203,640	170,840
" " —Tavern (ACS)			130,850	114,450
" " —Diner (ACS)			129,860	113,460
" " —Parlor (ACS)			115,880	99,480
" " —Parlor-Observation (ACS)			118,690	102,290
Morning Daylight—(14-car train) (ACS)			1,750,822	1,750,822
" " —Chair-Baggage (ACS)			134,848	134,848
" " —Chair Car (ACS)			135,858	135,858
" " —Art. Chair (ACS)			230,546	230,546
" " —Diner (Triple Unit) (ACS)			380,344	380,344
" " —Tavern (ACS)			139,778	139,778
" " —Parlor (ACS)			135,198	135,198
" " —Parlor-Observation (ACS)			133,158	133,158
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
" —77 ft. (" ") (ACW)			162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
" —77 ft. (" " ") (ACM)			189,581	173,836
" —79 ft. (NAC)	169,100			
" —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (" " ") (ACI)			189,800	181,630
" (Arch Roof) (ACI)			167,500	160,300
" (" ") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
" —77 ft. (ACI)			194,543	186,166
"		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
" — " (ACM)	160,800	153,000	192,300	176,300
" — " Lounge (ACM)	171,200		194,900	178,900
" — " " (ACI)	171,200		187,682	179,600
" —Bedroom (ACI)	167,600		183,920	176,000
" — " (ACM)	167,600		195,800	179,800
" —Sleeper (ACM)	163,100		191,100	175,100
" — " (ACI)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" — " (ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H. P.	158,400			
" " " —600 H. P.	167,200			

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
San Francisco	Dr. W. W. Washburn	Sup. of Surgical Serv., Genl. Hosp.
San Francisco	Dr. G. R. Carson	Visiting Physician Genl. Hospital.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Wilbert F. Swett	Oculist.
San Francisco	Dr. John C. Williams	Assistant Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
South San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
South San Francisco	Dr. W. H. Musselman	District Surgeon.
Ocean View	Dr. Harry A. Derring	Emergency Surgeon.
San Bruno	Dr. Norman C. Fox	District Surgeon.
Burlingame	Dr. E. E. Richards	District Surgeon.
San Mateo	Dr. Alan Benner	District Surgeon.
San Mateo	Dr. Benjamin H. Page	District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
Mayfield	Dr. Granville Wood	District Surgeon.
Palo Alto		
Palo Alto	Dr. Dennistoun Wood, Jr.	Asst. District Surgeon.
Sunnyvale	Dr. Howard Diesner	District Surgeon.
Campbell	Dr. W. I. Merrill	District Surgeon.
Los Gatos	Dr. William R. Harder	District Surgeon.
Santa Cruz	Dr. A. L. Phillips	District Surgeon.
Santa Cruz	Dr. Samuel B. Randall	Assistant District Surgeon.
Davenport	Dr. L. W. Denny	District Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. D. R. Threlfall	District Surgeon.
San Jose	Dr. Robert W. King	Assistant District Surgeon.
Morganhill	Dr. J. Allison Cary	District Surgeon.
Gilroy	Dr. R. H. Prien	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodward	Associate District Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Watsonville	Dr. M. F. Bettencourt	Oculist and Aurist.
Monterey	Dr. Mast Wolfson	District Surgeon.
Pacific Grove	Dr. H. S. Hoyt	District Surgeon.
Salinas	Dr. E. Wiley Reeves	District Surgeon.
Salinas	Dr. Rollin Reeves	District Surgeon.
Castroville	Dr. A. J. Trinkle	District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. C. R. Kennedy	District Surgeon.
Paso Robles	Dr. Gifford L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
San Luis Obispo	Dr. F. R. Mugler	District Surgeon.
San Luis Obispo	Dr. J. B. Butler	Assistant District Surgeon.
San Luis Obispo	Dr. Geo. B. Kelker	Oculist and Aurist.
Guadalupe	Dr. W. D. Sink	District Surgeon.
Guadalupe	Dr. W. C. Conser	Assistant District Surgeon.
Guadalupe	Dr. John W. Needles	District Surgeon.
Lompoc	Dr. L. E. Heiges	District Surgeon.
Lompoc	Dr. L. E. Heiges, Jr.	Associate District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Surgeon.
Santa Barbara	Dr. A. B. Steele	Associate District Surgeon.
Santa Barbara	Dr. William J. Mellinger	Aurist.
Santa Barbara	Dr. William H. Johnston	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co. S. P. Co.	354.72 10.37	365.09	
End Western Division to San Jose	C. P. Ry. S. P. R. R. Co.	1.51 0.71	2.22	
End Western Division to Santa Clara	S. P. Co. S. P. R. R. Co.	1.24 .04	1.28	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
College Park to San Jose	S. P. Co.		1.31	
Total First Main Track			371.27	

Second Main Track

San Francisco to Santa Barbara	S. P. R. R. Co. S. P. Co.	66.83 10.37	77.20	
Redwood Jct. to Sweeney	C. P. Ry.		1.32	
Total Second Main Track			78.52	
Total 1st and 2nd Main Track				449.79

Branches

San Francisco to San Bruno	S. P. R. R. Co.		13.18	
Baden to San Bruno via South San Francisco	S. P. R. R. Co. S. P. Co.	1.60 1.29	2.89	
Mayfield to Vasona Junction	S. P. R. R. Co. S. P. Co.	0.01 16.25	16.26	
San Jose to Santa Cruz	S. P. Co.		33.44	
Lick to Alamitos	S. P. R. R. Co.		3.83	
Carnadero to Tres Pinos	S. P. R. R. Co.		18.45	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
Castroville to Lake Majella	S. P. R. R. Co.		19.60	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.82	
Surf to White Hills	S. P. R. R. Co. S. P. Co.	10.35 3.96	14.31	
Total Branches				156.87
Total All Tracks Coast Division				606.67

RATING OF LOCOMOTIVES—COAST DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	OFFICIAL CLASS	Boiler Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose to San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
M-4	M-63 20/28 126, 135-S	1617 to 1713	190	2950	6500	2550	780	700	1750
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825	200	3650	7500	3150	990	890	2150
M-9	M-63 21/28 150-S, 159-SF	1804 to 1822, 1826 to 1830, 1836	210	3850	8000	3350	1050	950	2250
M-11	M-63 21/28 153-S, 162-SF	1832 to 1835	200						
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	9000	3650	1150	1050	2500
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	4300	9000	3750	1150	1050	2550
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	7000	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	8000	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	9000	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	9000	3800	1150	1050	2550
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	4600	10000	4000	1200	1050	2650
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491	200	4800	10000	4150	1250	1150	2900
P-12	P-73 27/28 189-SF	3120 to 3129	190	5050	10000	4400	1250	1150	2900
P-12	P-73 26/28 189-SF		205						
C-9, 10	C-57 22/30 194-S	2513 to 2599, 2750, 2752 to 2860	210	4600	10000	3950	1300	1150	2700
C-9, 10	C-57 22/30 200-SF								
C-8	C-57 22/30 192-S	2698 to 2749, 2751							
C-5	C-57 22/30 187-S	2624 to 2679							
C-5	C-57 22/30 185-S	2680 to 2693							
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	7500	3050	950	850	2050
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	3900	9000	3200	1050	950	2250
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	5500	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	6000	2500	630	550	1700
Mk-2, 4	Mk-57 23½/30 206-S	3200 to 3240	210	5400	10000	4650	1500	1350	3200
Mk-2, 4	Mk-57 23½/30 222-SF								
Mk-4	Mk-57 23½/30 230-SF								
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	5850	12000	5150	1600	1450	3500
Mk-5, 6	Mk-63 26/28 231-SF								
Mk-5, 6	Mk-63 26/28 233-SF								
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF	3300 to 3324	176	6350	12000	5550	1750	1600	3750
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF		205						
F-1	F-63 27½/32 273-S, 282-SF	3611 to 3652	200	6700	12000	5800	1900	1700	3900
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	7600	12000	6600	2100	1900	4500
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3769	200	8000	12000	7000	2350	1900	4750
F-5	F-63 29½/32 306/B-62-SF								
AC-4, 5	AC-63 $\frac{24-24}{32}$ 475-SF, 483-SF	4100 to 4125	235	11900	16000	10400	3150	2950	6900
AC-6, 7	AC-63 $\frac{24-24}{32}$ 517-SF, 515-SF	4126 to 4176	250	12500	17000	11000	3300	3100	7300
AC-8	AC-63 $\frac{24-24}{32}$ 532-SF	4177 to 4204							
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	12000	5750	1700	1500	4000
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	7000	12000	6100	1750	1550	4200
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415							
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429	280	7200	12000	6300	1800	1600	4350
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	8000	12000	7900	2600	2100	5300
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF								

Allowance for Empty and Underloaded Cars—M's	Less than 40 M's	6	6	6	3	3	3
	40 M's to 50 M's	3	3	3	0	0	0
	More than 50 M's	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

HOSPITALS

GENERAL HOSPITAL.......................San Francisco

EMERGENCY HOSPITAL, 3d and Townsend Sts., San Francisco

EMERGENCY...................................Bayshore

TRAINMASTERS

J. M. CARDWELL...San Francisco
E. L. FRYE.......Watsonville Jct.
B. S. BAUMAN....San Luis Obispo

H. E. MILLER, Ass't Trainmaster

TERMINAL TRAINMASTER

J. G. SELDEN..............San Francisco

ROAD FOREMAN OF ENGINES

W. G. FIFIELD......San Francisco

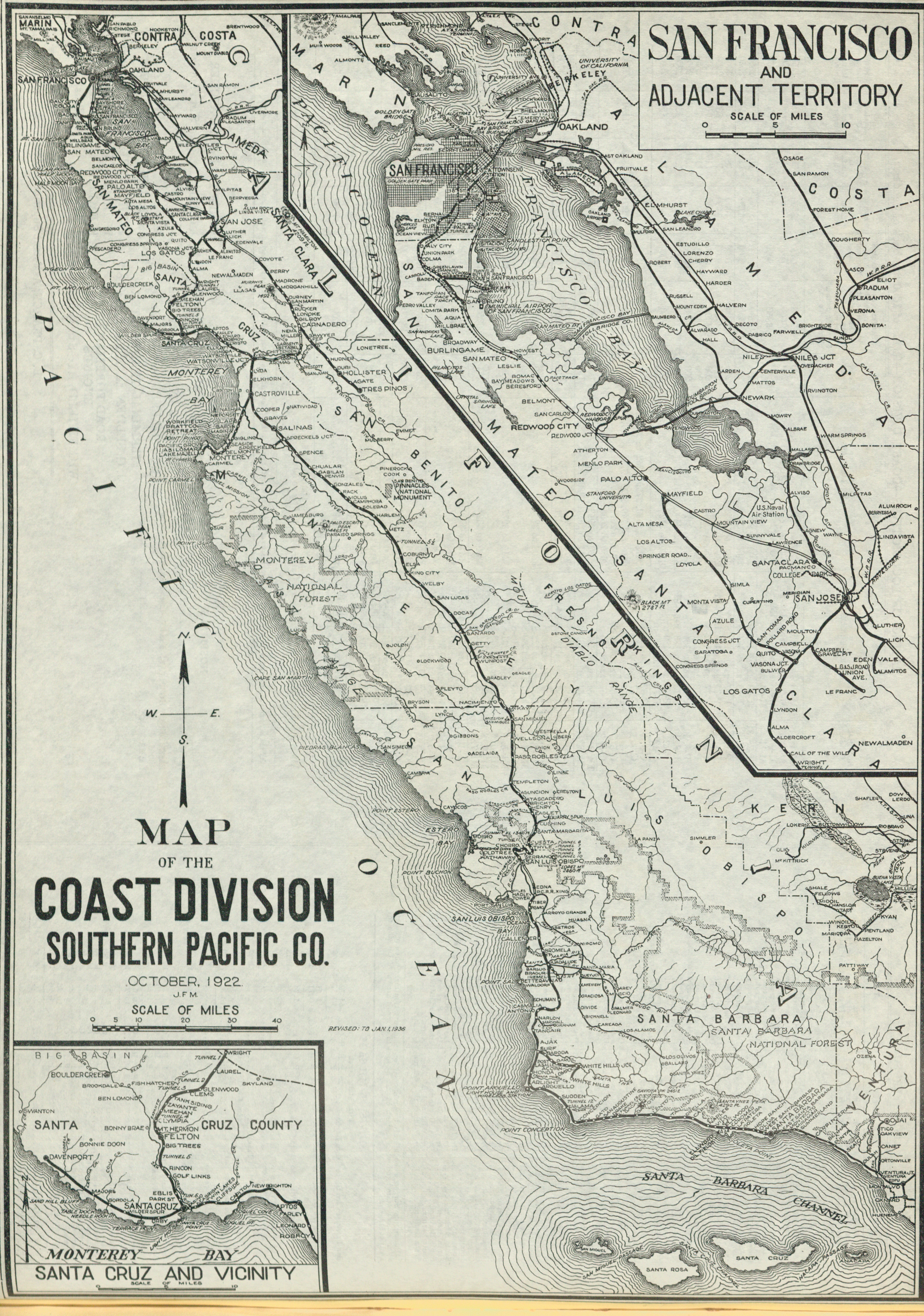
CHIEF TRAIN DISPATCHER

I. J. ONYON.................San Francisco

ASST. CHIEF TRAIN DISPR'S

A. S. BRAINARD........San Francisco
J. W. DEARDORF.....San Francisco
J. L. EMERY......San Luis Obispo
P. P. FOSTER.....San Luis Obispo

E. C. PEARCE, Assistant Superintendent



MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.

OCTOBER, 1922.
J.F.M.

SCALE OF MILES

REVISED: TO JAN. 1, 1936

SAN FRANCISCO
AND
ADJACENT TERRITORY

SCALE OF MILES

SANTA CRUZ AND VICINITY

SCALE OF MILES

0
5
10
20
30
40
N.
W.
E.
S.
PACIFIC OCEAN
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
KERN
VENTURA
FRESNO
KINGS
SAN FRANCISCO
OAKLAND
BERKELEY
RICHMOND
SAN RAFAEL
SAUSALITO
ALAMEDA
SAN JOSE
REDWOOD CITY
BURLINGAME
SAN MATEO
PALO ALTO
MAYFIELD
SANTA CLARA
LOS GATOS
NILES
NEWARK
PLEASANTON
LIVERMORE
HAYWARD
SANTA CRUZ
WATSONVILLE JCT.
HOLLISTER
TRES PINOS
CASTROVILLE
SALINAS
MONTEREY
PACIFIC GROVE
DEL MONTE
SOLEDAD
KING CITY
SAN LUCAS
SAN ARDO
BRADLEY
SAN MIGUEL
PASO ROBLES
TEMPLETON
ATASCADERO
SANTA MARGARITA
SAN LUIS OBISPO
PISMO
ARROYO GRANDE
GUADALUPE
SANTA MARIA
BETTERAVIA
SURF
LOMPOC
POINT CONCEPTION
GAVIOTA
GOLETA
SANTA BARBARA
MONTECITO
SUMMERLAND
CARPINTERIA
VENTURA
OXNARD
HUENEME
MONTEREY BAY
ESTERO BAY
SAN LUIS OBISPO BAY
SANTA BARBARA CHANNEL
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
MONTEREY NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
PINNACLES NATIONAL MONUMENT
SANTA LUCIA RANGE
DIABLO RANGE
BIG BASIN
BOULDER CREEK
BROOKDALE
BEN LOMOND
FELTON
MT. HERMON
BIG TREES
GLENWOOD
LAUREL
WRIGHT
DAVENPORT
CAPITOLA
APTOS
SANTA CRUZ COUNTY
SAN FRANCISCO BAY
GOLDEN GATE
U.S. Naval Air Station
STANFORD UNIVERSITY
UNIVERSITY OF CALIFORNIA
BLACK MT. 2787 FT.
MUNICIPAL AIRPORT OF SAN FRANCISCO